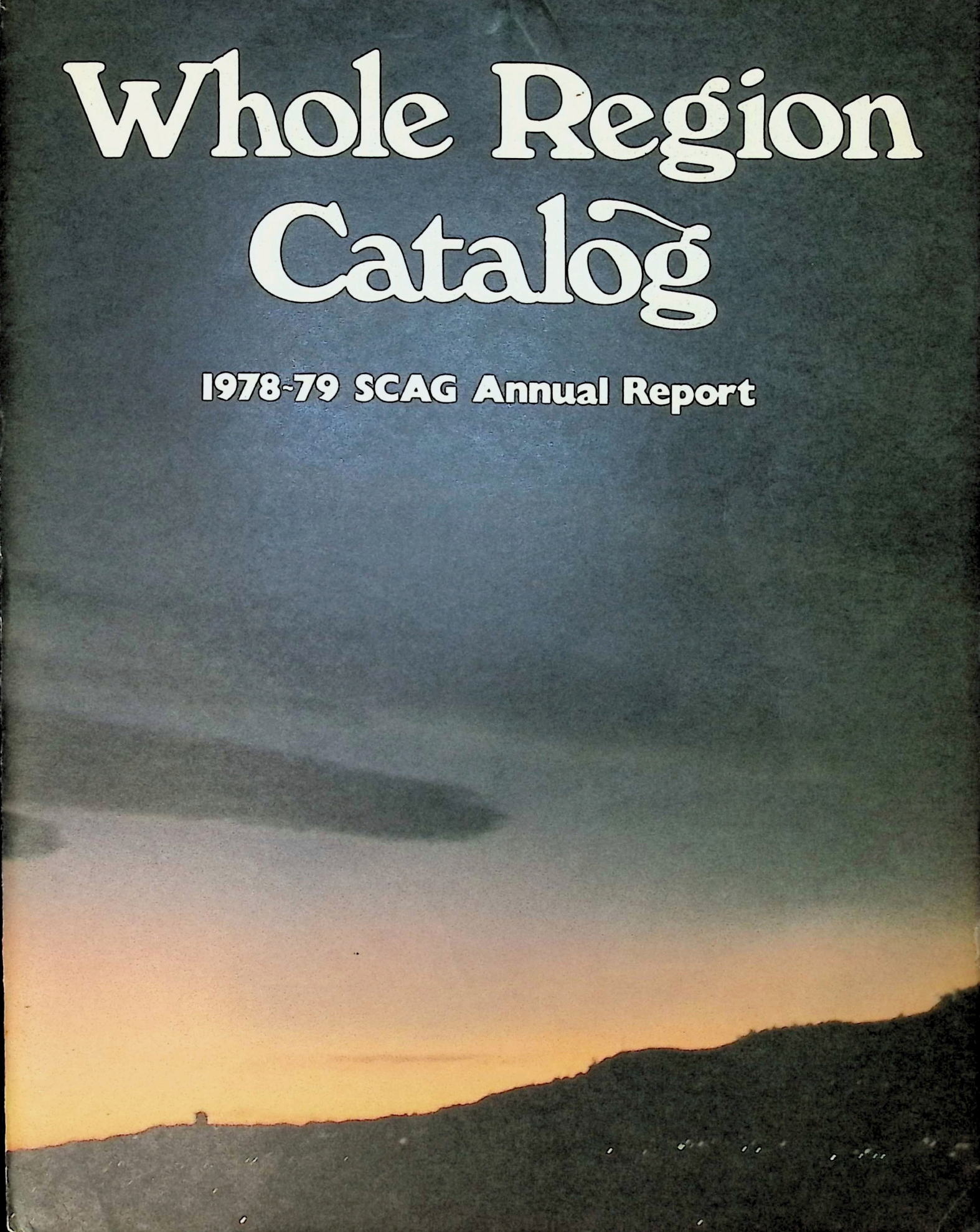
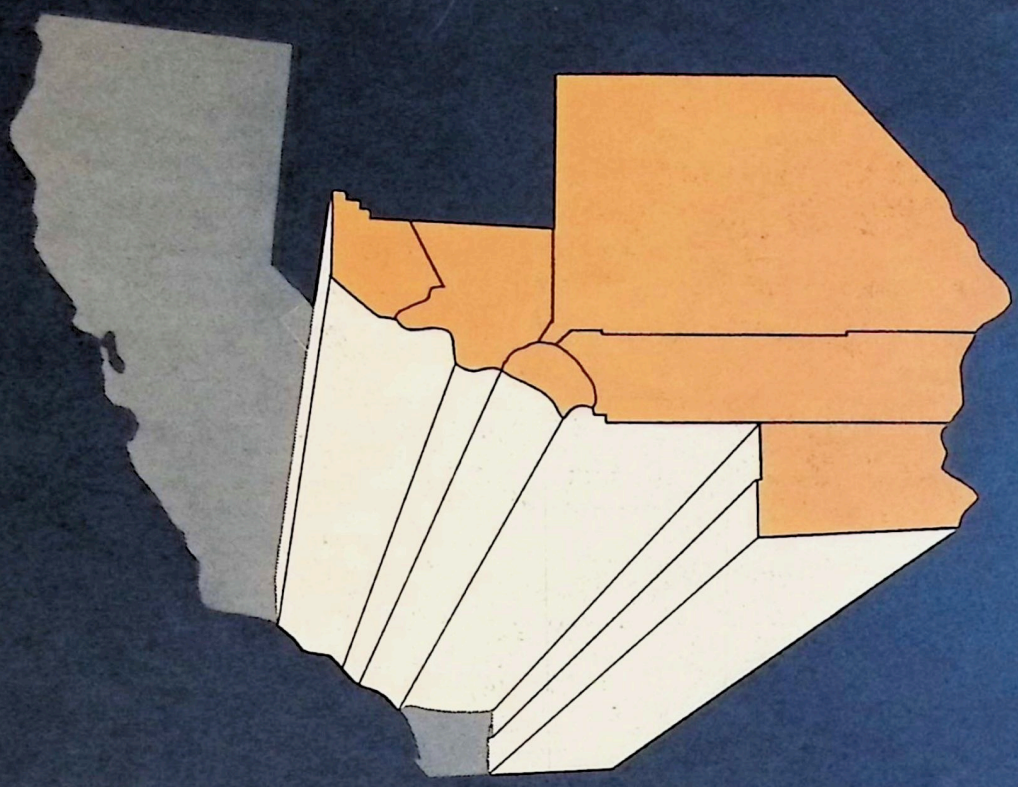
Whole Region Catalog

1978-79 SCAG Annual Report





In the early 1960s, problems in Southern California — such as urban sprawl, traffic congestion, smog, housing shortages, etc.— had grown so large, so complex and so widespread that no single community could solve them. They needed regional solutions.

Recognizing that the forces of growth and change had overrun political boundaries, elected officials in the Southland joined together in 1965, under the Joint Exercise of Powers Section of the California Government Code, to form the Southern California Association of Governments, known as SCAG. They agreed that a regional association could more effectively deal with areawide concerns and, at the same time, maintain local government integrity.

SCAG now is the largest of nearly 700 regional councils of government which exist throughout the United States. It serves a region which has more than 10 million residents and covers more than 38,000 square miles. The association's membership is composed of the governments of six counties — Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura — plus the governments of cities within these counties.

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Items were listed in the *CATALOG* if deemed:

1) Useful as a local planning and decision-making tool
2) Informative about key SCAG programs
3) Interesting to read

Whole Region Catalog

1978-79 SCAG Annual Report

Executive Committee 1979-80

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Supervisor, County of Ventura

First Vice President
HENRY WEDAA
Mayor, City of Yorba Linda

Second Vice President
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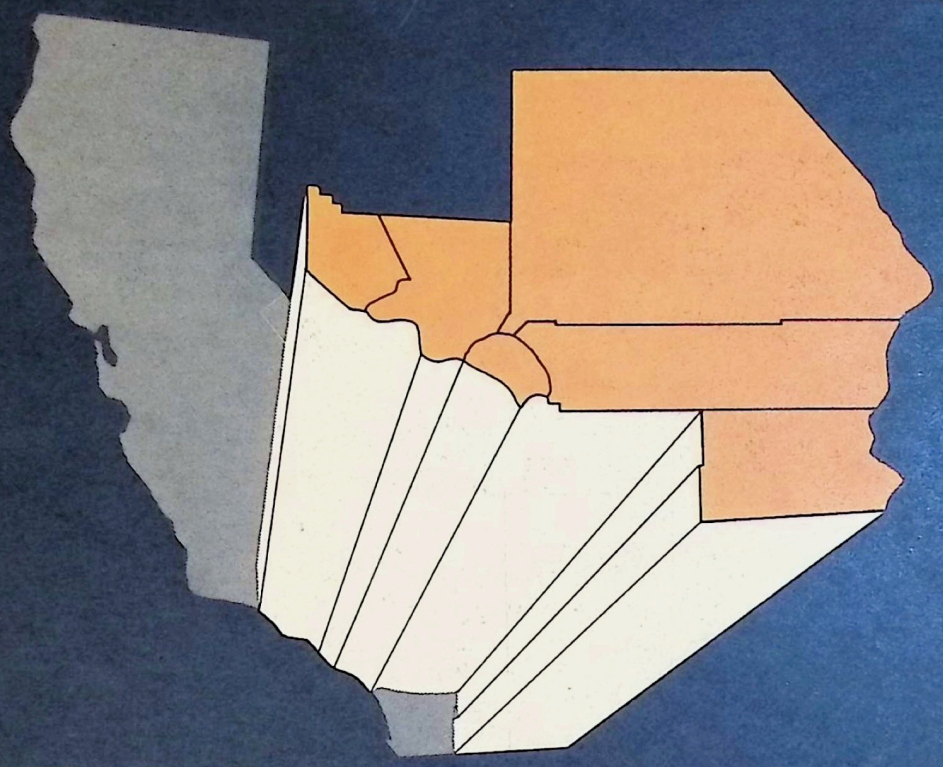
This report is prepared with federal financial assistance from the Department of Housing and Urban Development, Department of Transportation and other federal agencies.



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Energy Conservation: A Guide for Local Governments

August 1977

This shopping list of energy conservation measures is designed to help local governments in generating citizen and employee participation through constructive energy conservation programs. Examples illustrate how substantial reductions in energy consumption have been achieved through simple conservation measures, resulting in less cost, pollution, solid waste production and water usage.

The report points to numerous measures local governments can take to reduce energy use in their jurisdictions. Although it may be somewhat difficult to organize a comprehensive energy management program, many actions can be undertaken quickly and at little cost. Essential components of an energy management program, together with possible benefits to be derived from such a program, are outlined.

Suggestions for a three-phased approach to energy management are given: simple, low-cost actions which require few administrative changes, but will produce immediate energy savings; actions which would require some changes in administrative practices or local regulations; and complex, long-range actions which would require considerable local planning and greater initial expense, but would produce calculable energy savings in the long run.

Selected measures in the report may generally apply to local governments within the SCAG region, but individual jurisdictions need to select the combination most applicable to their own needs.

Getting Attention For Your Program

Energy conservation will not happen by itself. It requires a concerted effort on the part of local government because citizens and employees will be asked to change their daily habits. To have an impact, conservation must be advertised. Cities and counties can take the lead in publicizing energy conservation through such efforts as fostering a Conservation Week and advertising it in newspapers and through schools and government offices. Contests, workshops and demonstration projects have all been used successfully by cities across the nation to promote energy conservation.

An Energy Office

Local government should set up a permanent energy officer or office, with access to all administrative departments and responsibility for gathering and giving out information on energy use, costs, savings and conservation ideas.

Conservation Advisory Committees

Local governments with successful energy management programs have found employee and citizen advisory committees useful in encouraging participation and cooperation in conservation. An employee advisory committee should be ideally composed of representatives from all government departments and should seek employee cooperation by publicizing cost savings from specific actions, as well as sponsor employee seminars and workshops.

Citizen advisory committees can help local governments reach beyond their own offices. They should be composed of a representative mix of local constituencies to actively involve the entire community. A major task for the citizen committee may be to study conservation alternatives, the cost-effectiveness of specific actions, ways to implement measures, techniques to get the cooperation of citizens and businesses, and priorities in conservation for that particular community.

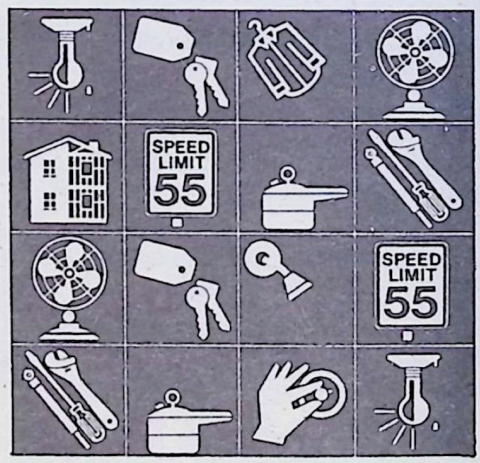
These actions will gain active participation in conservation by citizens and employees and provide an abundance of accurate information on conservation applicable to the area.

Easy Energy-Saver Steps

Visible results requiring little or no sacrifice by employees can help sustain interest in conservation. Here are a few waste savers that cost little and produce measurable short term results.

Heating, Cooling, Lighting

- Use lower watt bulbs in public buildings
- Turn thermostats down in winter, up in summer
- Turn lights and heat off when buildings aren't in use
- Reduce excessive lighting during working hours (dim hallways, light work areas)
- Ban decorative lights and excessive outside lighting
- Limit night meetings and consolidate daytime meetings
- Limit night recreation programs
- Burn street lights fewer hours
- Turn off coolers in drinking fountains and hot water in rest rooms
- Reschedule janitorial services to early evening and daytime hours
- Instruct janitorial services to use light only in the immediate working area



Transportation

- Pool staff cars
- Encourage personnel to write and call, rather than drive
- Discontinue warm-up of buses in morning
- Prohibit use of city cars for lunch periods
- Mow city lawns less often

Water and Solid Waste
- Set up recycling bins
- Fix leaky faucets regularly
- Stress water conservation as a component of energy conservation

Intermediate Energy-Saver Steps
These measures produce fewer tangible returns in the short run. Some show clear benefits in energy savings, but administrative obstacles may stand in the way of implementation; others can be easily carried out but do not produce energy savings which are quantifiable. All, though, are important to a comprehensive energy management plan. The role of the advisory committees will be especially significant in this phase.

Transportation
Vehicle Fleets
- Replace old vehicles with fuel efficient ones
- Combine errands when possible
- Do a survey to determine vehicle use and needs
- Maintain consumption records and regulate fuel allotment
- Develop maintenance checklists

Bicycles
- Furnish staff with bicycles for short errands and trips
- Plan to construct bikeways and provide secure and covered parking facilities for bicycles

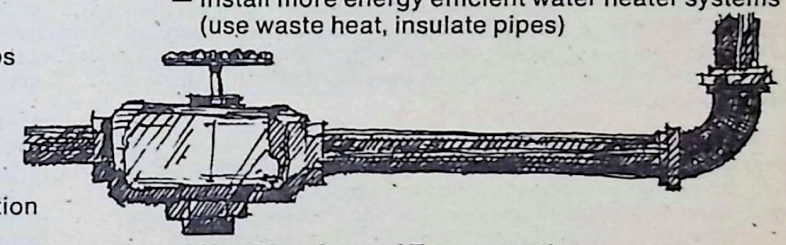
Sanitation Collection
- Curtail nonessential garbage collections
- Reroute collections to save money and energy:
  - — Eliminate left turns at busy intersections to improve traffic flow and reduce idling time.
  - — Eliminate collections on main arteries during rush hour
  - — Organize transfer stations to reduce needed trips to landfill
  - — Reduce repeated distances or dead travel

Energy Conservation Materials
- Develop and distribute energy conservation literature, decals, etc., as part of public information campaign
- Use city's bulk purchasing ability to buy energy conservation materials and devices (e.g. insulation, water heater blankets, water conservation devices); distribute them to residents at cost as a conservation incentive

Tasks For Advisory Committees
- Prioritize city services and allocate fuel demands accordingly
- Set up an employee carpooling service and assist employees in joining (computerized matching services are available)
- Offer carpooling incentives
  - — Guarantee parking or give preferential location
  - — Release carpool drivers early
- Organize a comprehensive recycling program, with recycling stations in all buildings and instructions on how to recycle
- Purchase recycled products
- Suggest activities for residents and businesses participating in conservation
  - — insulation
  - — types of vegetation and location
  - — water-saving vegetation
  - — water conservation tactics
  - — information on location of recycling centers

Advanced Energy-Saver Steps
Actions listed here have greater initial costs and fewer energy savings in the short run. Most require serious commitments in time and capital, and/or changes in basic lifestyle patterns. Local governments should study carefully the cost-effectiveness of each before recommending any action. Many, however, represent significant long-term savings not possible from other actions.

Building Codes and Construction Standards
These measures first require an energy audit to evaluate the cost-effectiveness of specific proposals. Climatic factors can affect the combination of design features which are most energy efficient in a particular location. Information gathered on existing buildings should guide decisions of new building design and construction.
- Existing Buildings
  - — Adjust heating, ventilating and air-conditioning systems to ensure maximum efficiency
  - — Begin thermal insulation retrofit program in government buildings
  - — Consider installation of heat-absorbing or heat-reflective glass in remodeling
  - — Install shading devices on old buildings
  - — Repair cracks, windows and door latches
- New Buildings
  - — Require more stringent thermal insulation and weatherstripping standards
  - — Install more energy efficient heating and cooling systems (use waste heat, eliminate excess capacity)
  - — Install more energy efficient water heater systems (use waste heat, insulate pipes)



Land Use Planning and Transportation
The following measures can help reduce "leap frogging" and urban sprawl and thereby decrease energy consumption in the transportation and utility sectors.
- Encourage mixed uses by locating residential clusters near shopping areas and work locations
- Develop major public and commercial centers near public transit lines
- Provide more bikeways and walkways
- Increase densities and emphasize redevelopment in core areas rather than developing fringe areas
- Encourage new developments which provide higher densities, fewer streets, more contiguous open space and less disruption of the natural environment
- Encourage more multifamily dwelling units
- Make provisions anticipating the use of solar power, including orientation zoning, sun rights, solar equipment standards and incentives such as permit fee waivers for solar users

Energy Conservation Element
An energy conservation element in the general plan, although not presently required, should be considered an essential tool in any long-range energy management program.

Getting Funded

(cont. from previous page)

Energy Extension Service
This pending federal program will make grants and information available to local governments and citizens groups, to be used for public information and education on energy conservation at the neighborhood level.

Local Action Grants Program
Grants are offered yearly to local governments and citizens groups for a variety of energy projects, focusing on energy conservation planning and implementation, including local government energy plans and citizen action programs.

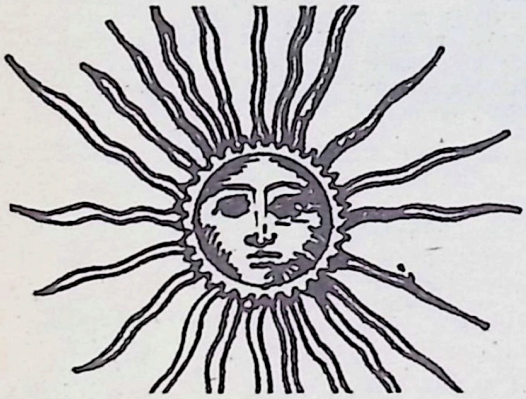
Public Buildings Audit Program
The Energy Commission performs audits of public buildings and makes recommendations for conservation actions.

Handbooks
The Energy Commission prepares and distributes handbooks and other materials on energy conservation.

Appliance Efficiency Standards
The state has established minimum appliance efficiency standards on all major appliances sold in California.

California Environmental Quality Act
CEQA requires that energy impacts and conservation be considered in environmental impact reports. The state is preparing a handbook on how to implement this requirement in the environmental review process.

National Energy Act Implementation
The state will have major responsibilities in implementing the "Schools, Hospitals and Public Buildings Grant Program" and the "State Energy Conservation Program Grants" under the Act, including continuing public education.



c. Current Regional and Local Programs

Regional
SCAG furthers energy conservation in its planning and implementation programs, especially in the areas of housing, transportation and growth forecasts. SCAG also has a program to coordinate regional energy planning.

Local Government
A number of cities and counties in the region have active energy programs. Most have been conserving energy in government operations and are very interested in solar energy. Some have gone beyond to prepare energy conservation guidebooks for their residents. Some cities have energy coordinators or science advisors who deal with energy affairs.

Community Groups
There are a number of community action agencies which have been very successful with conservation programs, especially in weatherization and insulation, and in energy-related job training. They receive funding under a variety of programs and usually assist low- and moderate-income families.

Public Utilities
The region's major utilities (Department of Water and Power, Southern California Edison Company, San Diego Gas and Electric, Southern California Gas Company, and the municipalities of Glendale, Burbank, Pasadena, Azusa, Riverside and Long Beach) have been active in promoting energy conservation. They provide consumer education and arrange for the installation of insulation, water heater blankets and flow control devices. They also provide residential energy audits. The state and federal governments mandate this, and it is financed through utility charges to consumers.

d. Funding Sources for Implementation
The following is a selected listing of funding sources available for energy conservation in distressed urban areas. Full information is available from the funding agencies. Almost all funds coming to state and local agencies originate with the federal government. Many are administered by the state.

- Weatherization grants, $200 million yearly for FY 1979 and 1980, DOE.
- Solar energy loans, up to $8,000 per unit, $100 million HUD programs.
- Energy conservation low-interest loans, $5 billion program for moderate-income families and the elderly, maximum loan $2,500.
- Grants and standards for energy conservation improvements in multifamily housing.
- Federally insured loans for conservation improvements in multifamily housing.
- CETA grants for training and employment development in energy conservation employing unskilled workers for on-the-job training.
- HUD "block" grants to local governments for a wide range of community development activities, including energy conservation.
- Economic Development Administration (EDA) financing for business development in EDA redevelopment areas and other areas where it could help local residents. Projects incorporate energy conservation in business development activities.
- Department of Health, Education and Welfare, through the Community Services Administration, funds a variety of Community Action Programs in local Community Action Agencies (CAA). Many of these programs implement energy conservation measures.
- California Energy Commission Local Conservation Grants Program makes available federal funds to local governments and community groups for planning and conservation projects.
- Federal solar job training program trains the jobless to install solar systems in low-income areas. Administered by CAAs and community groups.
- Veterans Administration and HUD guarantees for home energy conservation improvements and solar energy systems.
- University of California, California State Colleges and Universities, and Community College systems offer conservation classes, advice and curricula to local school districts on energy conservation.
- Transportation funding is available under a variety of programs for transportation system improvements, ridesharing and mass transit which will reduce transportation energy use.

Environment

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Chronicle of a Regional Plan

On April 5, 1979, the 208 Areawide Waste Treatment Management Plan was adopted by the SCAG Executive Committee. Following are some of the major events and actions that led, during two years of intensive work, to the completion of this comprehensive water clean-up plan.

- *1972: Federal Clean Water Act, Sect. 208, stipulated that the nation's waters be "swimmable" and "fishable" by 1983.*
- *1976: SCAG is designated as 208 Agency, charged with preparing a comprehensive water quality management plan for the South Coast Basin.*
- *Federal funding is allocated for water quality planning: SCAG receives $2.8 million, to be matched with $.9 million locally; 75 percent passed through to local agencies who participate in developing the 208 plan.*
- *Advisory committee structure is established, with membership consisting of elected officials, citizens, agency officials, public and private groups.*
- *1977: Publication of the "Milestone Report;" identifies and ranks water quality problems and issues in the South Coast Basin.*
- *1977: "Early Action Program" is completed; focuses on programs for managing dairy wastes, water quality problems occurring in unsewered communities, and sewage sludge disposal problems.*
- *1978: Phase II of program initiated; work begun on developing water quality management programs for priority problems identified in Milestone Report.*
- *Spring 1978: Development and selection of areawide policies for water quality management; policies are to guide development of the 208 plan.*
- *Oct. 1978: Draft 208 plan and EIR are released; local and regional workshops and public hearings are held throughout Southland.*
- *February 1979: 208 plan is revised to incorporate public input; SCAG Executive Committee approves the plan in concept and sends it out to 187 implementing agencies for commitments to carry out actions identified in plan.*
- *April 1979: Finalized 208 plan, containing 69 findings, 38 policies and 51 actions for improving the Southland's waters, is adopted by the SCAG Executive Committee.*
- *April, May 1979: 208 Plan adopted by SCAG Executive Committee.*
- *May 1979: Staff develops work plan for 208 continuing planning program.*
- *June 1979: Transmittal to federal Environmental Protection Agency for approval.*

The water in our world

Water is the only substance that occurs in all three natural states — solid, liquid and gas.

Nearly 450,000 gallons is the amount of water that can be absorbed by an acre of good forest land after a light rainfall.

Under the earth's surface, there is about 3,000 times as much water as there is at any one time in all of the world's rivers.

Fifteen trillion gallons is the estimated amount of water than can be found under the continental United States.

Wa'ter (wo'ter), n. 1. *The liquid which descends from the clouds in rain, and which forms rivers, lakes, seas, etc. It has a slightly blue color. At its maximum density it is a standard for specific gravities, one cubic centimeter weighing one gram. Pure ordinary water (H_2O) consists of hydrogen (11.188%) and oxygen (88.812%)*

208 Planning: The Job's Not Over

Contrary to common belief, the goal of planning is not only to produce a plan, but also to move it to action. That's why — even after completion of the 208 Areawide Waste Treatment Management Plan — SCAG's involvement in cleaning up the South Coast waters is not yet completed.

Scheduled to begin officially on July 1, 1979, the continuing 208 planning process specifies that SCAG monitor the implementation of the 208 plan, update the initial plan and continue water quality planning studies.

Three agencies in the South Coast area — the Los Angeles, Santa Ana and San Diego Regional Water Quality Control Boards — will share with SCAG the responsibility for continuing water quality planning.

Participating local agencies will assist in the planning process, according to Laguna Beach Councilwoman Sally Bellerue, vice chairperson of SCAG's Environmental Quality and Resource Conservation Committee.

"Because state law calls for a single, integrated process for continuing 208 planning, extensive coordination between SCAG and the Regional Boards will be essential," Bellerue noted.

She added that mechanisms for this multi-agency program include preparation of a joint work plan, formation of a single policy advisory structure and establishment of a joint public participation program.

"In addition, the state mandate outlines a specific division of responsibilities for the Regional Boards and SCAG, as they update the 208 plan every two years," Bellerue said.

She explained that, for example, SCAG is charged with maintaining and updating population projections, while the Regional Boards will determine the needs of municipal and industrial waste treatment systems, based upon SCAG's projections. Other activities are shared by both agencies, such as developing controls for "nonpoint" source pollution.

"One of our major jobs right now is to form a single areawide advisory committee for continuing 208 planning," Bellerue added.

To be composed of private citizens, public officials, and representatives of public and economic interest groups, the new committee will replace the 208 Citizens Advisory and the 208 Program Committees. It will advise the SCAG Executive Committee, as well as the three Regional Water Quality Control Boards on the continuing planning program.

"One single advisory group will foster better communication and a less complex committee structure," Bellerue explained.

"We hope to carry out some of the 208 plan's measures and also explore additional solutions to water pollution."

Bellerue pointed out that SCAG has received a grant of $750,000 for continuing 208 planning tasks, to be matched with $250,000 locally. A portion of these funds will be earmarked for local participating agencies, according to the official.

The Regional Boards will receive additional funding for their water clean-up work.

Believe It or Not

About 97 percent of all water in the world is in the oceans. Most of the remainder is frozen on Antarctica and Greenland. Because we must get along with the less than one percent of the world's water that is directly available for freshwater use, we must find more effective ways of managing both water supply and wastewater.

Cows Are Water Polluters (So Curb Your Cow)

One cow produces .65 tons of waste each year. Included in this is 1,320 pounds/salt/year. There are approximately 200,000 dairy cows in the Chino Valley, which is one of the largest dairy concentrations in the world.

What's the Difference Between Humans and Cows?

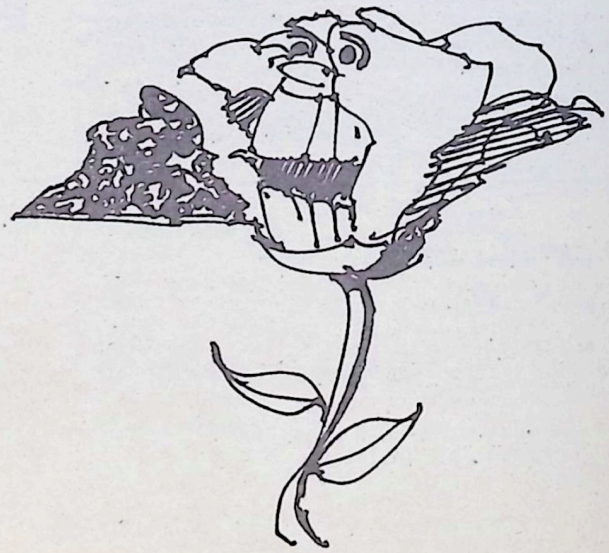
One cow produces wastes equivalent to the waste produced by five human beings. With 200,000 cows in the Chino Valley, that's waste equivalent to that of a million people. You think we have sewage problems! What about the poor farmers? And aren't you glad cows can't fly?

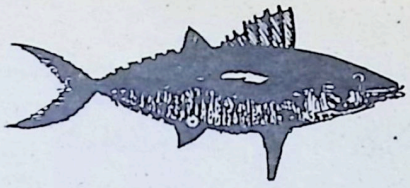
The South Coast 208 Waste Treatment Management Plan calls for development of best management practices and implementation strategies for dairy wastes.

Sewage Eaters

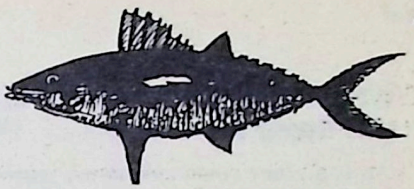
Water hyacinths are actually used to clean polluted water in Orange Grove, Miss. About 115,000 gallons of wastewater flow daily into a three-acre lagoon to settle. Then the water is slowly filtered through an acre of water hyacinths which "eat up" many of the chemicals in the waste.

This strategy is one of many which may be more effective but less costly than more capital-intensive methods of sewage treatment.





Water Quality Publications



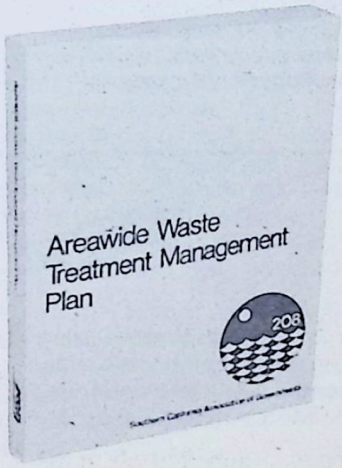
The newsletters and publications listed below all provide valuable information on water quality and environmental issues.

WATERLINE
The International City Management Association publishes this very informative bimonthly newsletter. It is written especially for city and county officials and councils of government to disseminate information and points of view on the implementation of water quality programs at the local government level. *Waterline* is available for free from the Editor, Waterline, ICMA, 1140 Connecticut Ave., N.W., Washington, D.C. 20036.

AIR AND WATER POLLUTION REPORT
This interesting weekly newsletter is distributed by Business Publishers, Inc. It reports on the law, the markets and the technology of air and water pollution. Subscription price is $195 per year. Write P.O. Box 1067, Silver Spring, MD 20910.

EVERYTHING YOU EVER WANTED TO KNOW ABOUT THE GOLDEN STATE
The *California Handbook* is a comprehensive source guide to current information about California, covering the environment, society, government and politics, economy, education, the arts and history. It's available from the Center for California Public Affairs, P.O. Box 30, Claremont, CA 91711.

THE 1978 CATALOG OF FEDERAL DOMESTIC ASSISTANCE
Lists the several federal grant and loan programs available to municipalities and industry for water pollution control. Most funds are earmarked to help meet wastewater treatment requirements of the 1977 Clean Water Act, but some programs may also be used to finance nonpoint source management programs.



What is the South Coast 208 Areawide Waste Treatment Management Plan?

a) It's an effort that has involved over 2½ years of work, $3.7 million, the active assistance of eight subregional participating agencies and three Regional Water Quality Control Boards, over 500 hours of committee meetings (or 82,000 person hours), and the participation of numerous local jurisdictions, agencies, organizations, citizens and state and federal agencies.

b) It's a document, 1½" thick, supported by 10 technical plan elements, 21 technical appendices, and an Environmental Impact Report, totalling nearly three feet.

c) It's an implementation plan with 69 major findings, 38 policies and 51 separate actions designed to help improve water quality in the South Coast Basin through better management of: nonpoint source wastes, municipal and industrial wastes, water conservation and reuse, and residual wastes.

d) All of the above.

e) None of the above.

(Answer: d)

Dangerous Dump
The Stringfellow Class I disposal site in Riverside County is one of the 106 most hazardous dump sites identified across the nation by the EPA. Dumping was suspended in 1972, but the site stills holds threats for ground and surface water quality impairment. The South Coast 208 Plan proposes that a strategy be developed for reducing the potential for water pollution in the Stringfellow area.

Waste Alert!
EPA estimates that 10 to 15 percent of all industrial wastes are hazardous. Improper hazardous waste management can lead to events such as the Love Canal incident in New York, where housing was built on a previous industrial dump site, resulting in considerable health damage to residents.

Major routes for damage are:
1) direct contact with toxic wastes
2) fires and explosions
3) groundwater contamination via leachate
4) surface water contamination via runoff or overflow
5) air pollution via open burning, evaporation
6) poison via the food chain
The 208 Plan has as a long-term objective the development of a comprehensive areawide-local contingency plan for spills of hazardous wastes. Meanwhile, state and federal agencies are toughening up regulations concerning toxic and hazardous wastes.

What's in your gutter and how did it get there?

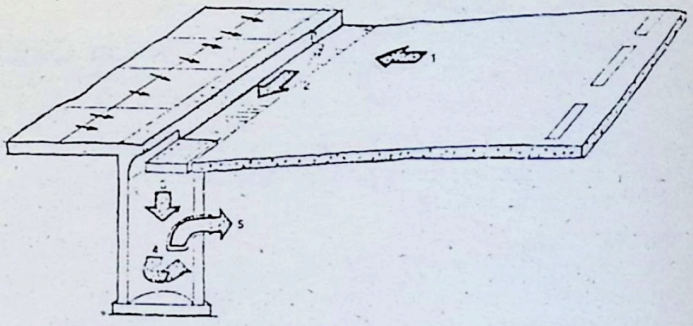
Street surface contaminants are washed into the water system via the route illustrated below.

Contaminants are:
- *freed from the street surface itself*
- *carried to the gutter and the storm sewer inlet*
- *dropped through the inlet and transported to the receiving waters (where catch basins are present, some of the denser particles are caught by simple sedimentation).*

The fact that contaminants move through this sequence is well known. SCAG's 208 plan therefore proposes the following actions related to these nonpoint urban wastes to the extent they are financially feasible:
- *street sweeping programs which existed prior to passage of Proposition 13 should be continued, and their effectiveness in reducing wasteloads should be increased*
- *current litter control programs should be maintained*
- *current catchbasin, inlet basin and storm drain cleaning programs should be carried out with increasing effectiveness*

Runoff from paved surfaces, i.e., streets, sidewalks, and parking lots, for several reasons has the greatest potential for causing water pollution of watercourses and receiving waters. First, rainfall on these areas encounters the least resistance to flow and quickly runs off with sufficient velocity to dislodge and suspend accumulated solids. Secondly, particles and liquid emissions from vehicles, consisting of pollutants from the exhaust, lubricants and other fluids, and also particles caused by wear of tires, brake linings and bearings, are concentrated in these areas.

The runoff of precipitation from urban areas constitutes a major nonpoint source of water pollution. Rainfall runoff on its way to watercourses and receiving waters picks up material from surfaces that becomes either suspended or dissolved in the runoff. These materials include particulates that fall out of the atmosphere, particulates and liquids that are produced by the operation of vehicles, vegetal debris, litter, animal exreta, eroded soil and vegetation, applied chemicals and eroded structural materials.



Transport of Street Surface Contaminants by Runoff
Source: Water Pollutants in Urban Runoff, J. D. Sartor and G. B. Boyd, Woodward-Clyde Consultants, San Francisco.

Water Quality Alphabet Soup

ABC DEF

BMPs — Best Management Practices, designed to counteract "dirty" or polluting practices.

208 Designated Agency — SCAG is the designated agency for areawide waste treatment management planning in the South Coast Basin, pursuant to Sec. 208 of the Federal Clean Water Act (1972).

LA/OMA Project — Los Angeles/Orange Counties Regional Wastewater Solids (Sludge) Management Program. Project participants are deciding what to do with the more than 600 dry tons of treated sewage sludge generated daily in the City of Los Angeles, Los Angeles County Sanitation Districts and Orange County Sanitation Districts. The project is being coordinated with SCAG's water quality planning program.

NIWA — Newport-Irvine Waste Management Planning Agency. This consortium of seven cities, the County of Orange, Orange County Water District, Irvine Ranch Water District and the Department of Fish and Game, has assisted SCAG in preparing a plan to increase protection of Newport Bay from various sources of pollution.

Nonpoint Source Pollution — Many of SCAG's 208 plan actions are devoted to controlling this indirect source of water pollution. Types of nonpoint source pollution include: spills of hazardous substances, construction activities, agricultural practices, urban wastes and saltwater intrusion.

OLAC — Orange/Los Angeles Counties Water Reuse Study. This joint powers group is looking at ways to increase water reuse potential in the two counties. This effort is being coordinated with the 208 program.

RCDs — The 10 resource conservation districts in the South Coast Basin which develop comprehensive plans for soil and water conservation at the request of farmers. RCDs have been participants in SCAG's 208 planning program.

RWQCB — Regional Water Quality Control Boards. There are five of them in the SCAG region; each provides regulation of water quality for its respective water basin. Three of the RWQCBs have been active participants in 208 planning.

SCCWRP — Southern California Coastal Water Research Project. The goal of this project is to examine the effects of wastewater disposal on the marine environment. It is headquartered in El Segundo.

SCWQAC (pronounced SQWACK!) — The South Coast Water Quality Advisory Committee is the new advisory committee to the continuing 208 planning program.

South Coast Basin — This is the geographic area for 208 planning, and comprises the following portions of the SCAG region: Orange County, parts of Los Angeles, Riverside and San Bernardino County. The boundaries follow the outlines of three water basins and closely match those of the South Coast Air Basin (SCAB).

Southland Commitment to Action–And to Cleaner Water

More than 180 local jurisdictions and agencies, as well as state and federal agencies, will participate in making the Southland's inland, underground and ocean waters fit for fishing and swimming again.

The 208 Areawide Waste Treatment Management Plan, adopted by the SCAG Executive Committee in April 1979, describes in detail more than 50 water clean-up jobs. The actions are divided into five major categories: controlling nonpoint source pollution; managing municipal and industrial wastes; exploring the Southland's water conservation and reuse potentials; reducing solid waste problems; and improving the quality of the Newport Bay waters.

Local jurisdictions identified in the plan as participants were requested to adopt resolutions committing to carry out the 208 plan. They are the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura, as well as 126 cities in these counties. Federal 208 management agencies are the U.S. Environmental Protection Agency and the USDA Soil Conservation Service. The nine state 208 management agencies include the California Dept. of Fish and Game, the State Water Resources Control Board, the State Solid Waste Management Board, three Regional Water Quality Control Boards and Caltrans. Finally, there are seven joint powers agencies, a category including such groups as the Orange and Los Angeles Counties Water Reuse Study, the Newport-Irvine Waste Management Planning Agency and 40 special districts, comprising water, sanitation and flood control districts.

The SCAG tally of implementing agencies shows that, so far, responses have been received from four counties, 82 cities, 17 special districts and 16 federal and state agencies. Approximately 70 percent of the replies have indicated that the agencies will commit to implement the actions assigned to them.

What to do to clean up the water

Below are some typical examples of water clean-up tasks in the 208 plan, matched with the jurisdictions and agencies responsible for implementing the actions. The entire list of 51 actions can be found on a large fold-out sheet in the 208 plan, titled "Index of Management Agency Responsibilities."

- Implement specific subregional actions to improve containment and clean-up procedures for hazardous substance spills, as described in the approved 208 plan (Action #2)
  - — counties of Los Angeles, Orange, Riverside and San Bernardino
- Maintain existing street sweeping programs at pre-Proposition 13 levels; increase their effectiveness in reducing wasteloads to receiving waters to the extent financially feasible (Action #3)
  - — all five counties (same as above, plus Ventura); all 126 cities within these counties
- Maintain current litter control programs, to the extent financially feasible (Action #4)
  - — all five counties and 126 cities
- Plan, design and construct municipal waste treatment facilities consistent with SCAG's adopted areawide growth forecast (Action #15)
  - — 18 cities and counties, 30 special districts and joint powers agencies with proposed projects on the State Water Resources Control Board's project list

- Plan, design and construct wastewater facilities consistent with the Air Quality Management Plan. In the preparation of environmental impact reports for municipal wasterwater facilities, specify tactics and strategies described in the AQMP, or substitute tactics of equal effectiveness (Actions #18, 19)
  - — Los Angeles and San Bernardino counties, 17 cities in Los Angeles, San Bernardino and Riverside counties, 4 joint powers agencies, 26 special districts
- Develop, adopt and enforce grading ordinances or regulations at least as stringent as the SCAG model grading ordinance; make record of improved grading ordinances; and require appropriate maintenance for existing roadways (Action #37)
  - — Orange County, 6 cities in Newport Bay area, Newport-Irvine Waste Management Planning Agency

These and other actions in the plan will be initiated within the next year, according to schedules set up for each task. Some, however, will be carried out on a long-term basis.

As part of continuing 208 planning, SCAG will monitor the progress made towards implementing the actions and establish needed mid-course corrections.

It takes a lot of water to make and grow things

Product	Amount of Water
an automobile	100,000 gallons
a gallon of gas	25 gallons
a ton of steel	60,000 gallons
a ton of paper	36,000 gallons
a pound of sugar	267 gallons
a cotton sports outfit	1,000 gallons
a pound of meat	2,500 gallons
Around the House	
Drinking	8 glasses (½ gallon) daily
Washing clothes, dishes	30-60 gallons a load
Toilets	30 gallons a day (each person)

Debate on Upper Newport Bay

One of the few remaining tidal wetlands along the Southern California coast, Upper Newport Bay in Orange County, has been the major target of debate on how one of the region's most pressing water quality problems should be controlled.

Over the last two decades, urbanization has accelerated the rate of erosion and sediment delivery in the Newport Bay drainage basin, an area covering 93,000 acres or 145 square miles. The resulting effect has been serious: major degradation to the wetland habitat in the Upper Newport Bay Ecological Reserve.

To reverse this damaging trend, the 208 Areawide Waste Treatment Management Plan includes a specific water quality control plan for Newport Bay. It was developed for SCAG by the Newport-Irvine Waste Management Planning Agency (NIWA), whose membership consists of local governments in the Newport Bay watershed, as well as the California Department of Fish and Game.

The plan's strategies for erosion and sediment control contain 17 actions calling for private, local, state and federal implementation efforts. Several on-site measures are suggested to improve erosion and sediment control from construction and agricultural activities, including the use of strengthened grading ordinances, discharge requirements and best management practices, such as improved irrigation and soil management.

In addition, the plan recommends drainage system improvements, including foothill flow control basin and channel stabilization, and also advises that a feasibility study of a downstream desilting basin system be undertaken as a first priority in continued planning for the area.

While there is general agreement that sedimentation is the most severe water quality problem in Upper Newport Bay, recent debate has focused on the erosion and sediment control element of the plan.

Some recommend that the plan should call for the construction of a downstream desilting system rather than awaiting the completion of feasibility studies, the plan's present recommendation. Such studies will evaluate the costs, effectiveness and environmental impacts of the desilting system, as well as other alternatives.

According to Ray Williams, Newport Beach mayor pro tem and NIWA member, the problem of sedimentation in the Bay should be addressed as soon as possible. He suggested better on-site control by private landowners, on whose land the silting begins, and a downstream desilting basin near the Irvine Ranch Water District treatment plant.

"State and federal money should be obtained to help clean up the Bay," Williams said.

He expressed concern that the "upstream" agencies may not implement all identified controls for the Bay, and that therefore the downstream agencies, such as Newport Beach and the Department of Fish and Game, along with the Bay, will continue to suffer the effects of sedimentation.

Orange County Supervisor Thomas Riley, board member of NIWA, noted that the 208 plan is the first comprehensive effort to control erosion and sedimentation in the Bay.

"While it may not provide a complete solution for the Bay's water quality problems, it does contain a number of separate and important erosion and sediment control policies and actions," he said.

"I support the plan's concept and its major policies and actions.

"In addition, I urge SCAG and NIWA to undertake additional planning activities identified in the plan."

A detailed work plan for next year's activities has been developed to focus both on further improvements of on-site controls and development of the feasibility study for the downstream desilting system.

DO BOD TOC COD?

This is neither a request for a cod dinner, written in medieval English, nor an incantation in some exotic language. It's a composite of four characteristics of water, closely related to one another, and all related to what's called the "health" of lakes, streams and estuaries. DO is dissolved oxygen. BOD is biochemical oxygen demand. TOC is total organic carbon. And COD is chemical oxygen demand.

Aerial View of Upper Newport Bay, 1967

Aerial View of Upper Newport Bay, 1978, showing increased sedimentation

208 Participating Agencies

The following participating agencies directly assisted SCAG in the preparation of the 208 plan:

Los Angeles County
Orange County
Riverside County
San Bernardino County
Ventura Regional County Sanitation District
City of Los Angeles
Newport-Irvine Waste Management Planning Agency
Santa Ana Watershed Project Authority
Regional Water Quality Control Boards/Los Angeles, Santa Ana, and San Diego regions

Advisory Committees

Two committees were specifically established in 1976 to guide the development of the 208 plan. Their members represented the following groups:

208 Citizens Advisory Committee
Los Angeles County League of Women Voters
Orange County League of Women Voters
Coalition for Clean Air
Sierra Club — Angeles Chapter
Friends of Newport Bay
Audobon Society
Ocean Fish Protective Association
Construction Industry Research Board
Business Properties Association
Riverside County Farm Bureau
Atlantic Richfield Company
Western Oil and Gas Association
Building Industries Association
California Manufacturing Association
Upper San Gabriel Valley Water Association
University of Southern California
California State University, Fullerton
Loyola Marymount College
Private citizens representing the counties of Los Angeles, Orange, San Bernardino, Riverside, and the City of Los Angeles.

Local Governments
Los Angeles County
Orange County
San Bernardino County
Riverside County
Ventura County
Los Angeles City

Cities Represented
City of Long Beach
City of Claremont
City of Irvine
City of Orange
City of Riverside
City of Corona
City of Chino
City of Upland

Special Districts and Participating Agencies
Los Angeles County Sanitation Districts
Orange County Sanitation Districts
Southern California Metropolitan Water District
Los Angeles County Flood Control District
Orange County Flood Control District
Riverside County Flood Control District
San Bernardino County Flood Control District
Chino Basin Municipal Water District
Eastern Municipal Water District
Western Municipal Water District
San Bernardino Valley Water District
Las Virgenes Municipal Water District
Southern California Air Quality Management District
South Coast Southeast Desert/Air Quality Maintenance Planning Policy Task Force
South Coast Regional Commission
Santa Ana Watershed Project Authority
Newport-Irvine Waste Management Planning Agency
Aliso Water Management Agency and South East Regional Reclamation Authority

State Agencies with Local Boards
Regional Water Quality Control Board/Los Angeles, Santa Ana and San Diego Regions
California Association of Resource Conservation Districts (Areas VI, VII, VIII)

Other State and Federal Agencies
State Department of Fish and Game
State Department of Conservation, Division of Forestry
State Department of Health
State Department of Water Resources
U.S. Department of Agriculture Forest Service
U.S. Department of Interior Fish and Wildlife Services
USDA Soil Conservation Service

Other 208 Planning Organizations
Comprehensive Planning Organization
Regional Water Quality Control Board, Colorado River Region
Regional Water Quality Control Board, Lohontan Region

THREE LAWS

EVERYTHING IS CONNECTED TO EVERYTHING

EVERYTHING'S GOT TO GO SOMEWHERE

THERE'S NO SUCH THING AS A FREE LUNCH

In a developing country where water is still carried in jars to the homes by the women in the family, a simple one-inch pipeline would bring in as much water as 150 women now carry, working all day.

Four Major Plans Cited as Examples of Successful Local Decision-Making

"Members of the General Assembly, Ladies and Gentlemen!

"Since our last General Assembly, less than six months ago, we have seen the finalization of four plans . . .

"I want to congratulate all of you on this accomplishment, since it was your diligent work and assistance which made it possible!"

So began the President's Message at SCAG's 1979 Spring General Assembly, as Vice Mayor James Wilson of Long Beach addressed the audience of councilmembers, supervisors and mayors. Wilson focused on the completion of the four major plans that were finalized during his year as SCAG president: the Air Quality Management Plan, the 208 Areawide Waste Treatment Management Plan, the SCAG-78 Growth Forecast Policy and the Regional Transportation Plan with its amendments.

"The completion of these plans means that we have addressed, for the first time, the local issues related to water quality, air pollution, transportation and regional growth in a comprehensive, integrated fashion," Wilson said.

He added that all the plans were developed as a response to federal mandates; the transportation and air quality plans address specific state laws as well.

"Each plan will determine to a considerable degree how much federal and state funding will be available for the region," the official predicted.

Wilson remarked that, next to the contents of the plans, the real success story was the process through which the plans evolved.

"This process, given the time constraints we worked under, attempted to maximize local input and home rule for the participating cities and counties, while at the same time resulting in workable, affordable areawide plans.

"Elected officials, representing many jurisdictions in the Southland, served on all SCAG committees and decision-making bodies, studied long lists of possible alternatives and weighed the pros and cons of each."

Wilson cited several subregional participants as further contributors to the plans, including the county transportation commissions, the air quality coordinating committees and citizen advisory bodies.

"In addition," he said, "we criss-crossed the region holding workshops and public hearings for all four plans, with local officials sitting on hearing boards and information panels.

"Add to that the work of city and county planners, planning directors, citizen groups and business representatives, and you realize why these plans truly represent a collective strategy for improving the Southland's environment and quality of living."

Because of this thorough process, Wilson said, SCAG was able to address in the plans two issues which continue to appear in everything done on a regional scale.

"The first issue is: can we have a clean environment and still encourage a growing, active economy? And second, is it possible to work for cleaner air and water, an improved transportation system, balanced growth — and yet maintain strong home rule, with the integrity of local planning and decision-making bodies still intact?"

The plans demonstrate, according to Wilson, that the answer to both questions is "yes."

"We have shown that projected growth can be consistent with environmental aims, that the Southland can accommodate more residents, houses, businesses and autos and still clean up its air and water," he said.

Wilson then explained to the General Assembly delegates that for the air quality plan, for example, the region's stationary and mobile air pollution sources were identified and, coupled with meterological data, measured against various growth patterns.

"Our findings showed that decentralized, balanced growth would be best because it enables the region to maintain a healthy economy and still meet tough federal and state air quality requirements."

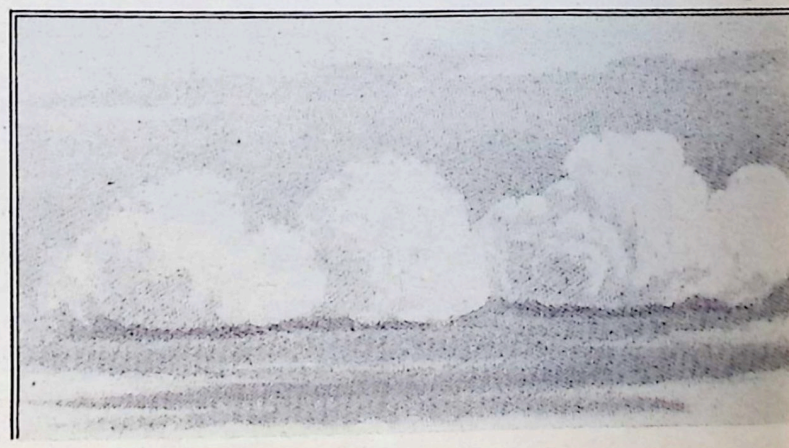
Accordingly, the distribution of regional growth called for in the SCAG-78 Growth Forecast Policy encourages a balance in new population, jobs, housing and community facilities within major subregions in each county.

"We expect that 13.5 million people will live here in the year 2000, a 30 percent increase over our present population. This growth will be accompanied by 2.1 million new jobs, with job locations balanced among housing areas and employment opportunities evenly distributed among all income groups.

"Such a balance is expected to create fewer and shorter commutes and more trips by transit and therefore, reduced air pollution."

The 208 Areawide Waste Treatment Management Plan also reflects these projections, by specifying the sizing and timing of treatment facilities consistent with adopted regional growth policies.

"As a direct result, and through development of a master environmental impact report for air quality, any future treatment projects designed according to regional growth needs will automatically be approved by the state," Wilson explained. "This will greatly reduce the complexity of the approval process, saving considerable effort and time."



Speaking about the fourth plan completed during his tenure, Wilson said that comprehensive transportation planning was also required to meet projected growth.

"Special emphasis is given in the Regional Transportation Plan to improving air quality through transportation-related emission controls," he said. "The plan's strategies include an annual vehicle inspection and maintenance program — also a key tactic in the air quality plan — and the reduction of aircraft emissions."

Wilson added that a ridesharing program, part of the transportation plan's amendment, encourages greater use of carpools, buses and other high-occupancy vehicles. Also included is a four-part regional transit program to improve public transportation, calling for increased public transit and additional exclusive freeway lanes for buses and carpools.

Wilson ended his address by saying that the plans represent an unprecedented opportunity for returning important decision-making to its most appropriate place — the local level.

"We have accomplished what federal and state law — and our own visions for a better future — set out for us to do," he concluded. "And we have learned that through input from the association's membership, SCAG can develop programs in a decentralized way, a process I hope will be continued through the coming years."

Global Air Quality Problems

Several air pollution problems are severe enough to be of global concern. For example, increases in carbon dioxide create a "greenhouse" effect, as they inhibit the earth's ability to cool itself, thereby increasing world temperatures and threatening virtually all ecological cycles. However, another atmospheric problem, turbidity — which results from the increase in fine particles in the air — may be offsetting the carbon dioxide effect by shielding the earth from some of the sun's rays. An additional threat to our earth are flourocarbons, which attack and diminish the earth's protective ozone layer and thereby subject us to a higher level of ultraviolet radiation.

Air Quality Management Plan

January 1979

The Air Quality Management Plan (AQMP) presents an overall strategy for improving air quality in the South Coast Air Basin, an area which covers all of Orange County and major portions of Los Angeles, Riverside and San Bernardino counties.

The heart of the AQMP is a list of more than 75 separate actions or tactics to help reduce harmful emissions. These tactics address pollution associated with transportation, industry, growth and energy use. Some call for tightening existing air pollution controls, while others recommend smaller changes, such as making lawn mower engines less polluting and changing the solvents used by printing plants.

Local governments will be responsible for implementing certain parts of the plan. To help them select those tactics they judge as being most practical and acceptable, the AQMP evaluates each proposed tactic in terms of its cost-effectiveness and its social, environmental and economic impacts.

To curb emissions caused by increasing numbers of autos in the Southland, many of the transportation-related tactics seek to encourage greater use of carpools, vanpools, buses and other ridesharing methods. In fact, extensive support of SCAG's ridesharing program is reflected in many of the plan's proposals, including exclusive freeway and on-ramp lanes for high-occupancy vehicles and preferential parking for carpools.

To reduce emissions from existing vehicles, a mandatory annual inspection/maintenance program for all light-duty vehicles is proposed. Other tactics suggest expanding or improving public transit systems and bicycle and pedestrian facilities, including a downtown people-mover system, the Wilshire Corridor rail line and major expansion of bus systems. These transportation tactics were amended into the Regional Transportation Plan and are considered vital to meeting transportation needs in addition to their role in improving air quality.

Many of the tactics aimed at stationary sources, such as factories and power plants, call for altering operations, adding new anti-pollution devices or using different materials in production processes.

The Environmental Impact Report, which accompanies the AQMP, evaluates the cumulative environmental, social and economic impacts of all proposed control strategies in terms of the following environmental factors: economics, transportation, energy, public health and safety, natural resources, water quality and public facilities.

SCAG and District Divide Air Quality Responsibilities

The division of responsibilities in air quality planning and implementation among SCAG and the South Coast Air Quality Management District is described in a memorandum of agreement which was signed by the two agencies in February 1979.

According to the document, the District is responsible for:

- preparation of the plan's technological control elements and their review, monitoring and implementation
- assistance to Citizens' Advisory Committee

The responsibilities assigned to SCAG are:

- nontechnological control elements of the plan, concerning transportation, land use, energy and other planning areas
- nontechnological local government elements of the plan
- coordination of other environmental planning activities to ensure consistency with the plan

The memorandum also outlines agency and management relationships, financial management and the review and reporting system for the plan. In addition, it states that the 30-member District Advisory Council will serve as the program's Citizens' Advisory Committee.

Watch Out For Polluting Pine Trees

During the active spring and fall growth seasons, vegetation and trees, such as fir, oak, maple and pine, emit significant amounts of reactive terpene hydrocarbons. Fortunately, these emissions do not occur in significant quantities in urban airsheds and do not ordinarily combine with oxides of nitrogen to form urban smog.

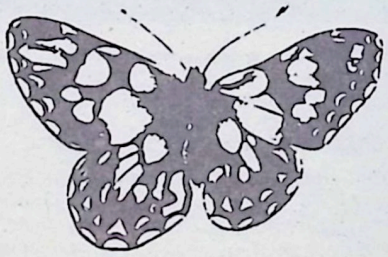
Have You Checked Your PSI Lately?

The Pollutant Standards Index was developed to compare the air quality of various cities on a uniform basis. The index for one day rises above 100 when any of the five pollutants — ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide and particulate matter — reaches a level judged to have adverse effects on human health. Los Angeles has emerged as the nation's smog capital, with index values in the ranges of "unhealthful" (above 100), "very unhealthful" (above 200) or "hazardous" (above 300) for more than 300 days each year.

Air Essentials

People can survive five weeks without food, five days without water, but only five minutes without air.

Consumption of air, nearly 30 pounds per day, is obligatory, continuous and, except for certain mystics, involuntary. Air — pristine or polluted — rushes into and out of our lungs about 30 times a minute.



Having Trouble Concentrating?

Air pollutants can cause a wide variety of health problems, including lung and circulatory disease, increased susceptibility to illness, increased dizziness, eye irritation and reduced mental concentration.

Funny, It Doesn't Feel Any Lighter

A typical automobile emits over 600 pounds of pollutants each year. A round trip of 20 miles produces 2 lbs., of which 70 percent is carbon monoxide.

Clean Air Mandates Involve Tough Issues, Complex Solutions

In addition to a good amount of foresight and determination, preparing an air quality plan for Southern California involved several major issues. For example, how should the air be cleaned up and who should do it? Which combination of additional industrial controls, more stringent technological controls on auto emissions, less travel and less growth would be best to rid the Southland of air pollution? And what is the relationship of air quality to energy, water, transportation and other planning concerns?

Identification of these issues was therefore the first task for SCAG and the South Coast Air Quality Management District, the two lead agencies responsible for developing the Air Quality Management Plan.

The plan is designed to attain federal and state health standards by 1987. According to the U.S. Clean Air Act Amendments of 1977, California must meet federal air quality standards by 1982, with a possible extension to 1987 for certain pollutants. In addition, the Lewis Air Quality Management Act of 1976 requires a clean air plan to be submitted by January 1979.

Following the identification of these issues, SCAG and the District analyzed the underlying conditions affecting air quality, projected future population, housing, employment, industrial and transportation growth, and assessed emissions likely to result from this growth. Also, a variety of proposals to reduce emissions were evaluated.

Local participation during this process was substantial. Subregional committees, made up of local government representatives in the counties of Los Angeles, Orange, Riverside and San Bernardino and the City of Los Angeles, submitted subregional air quality plans and objectives. These plans were then incorporated into the regional plan.

In January 1979, the plan was adopted by the governing bodies of SCAG and the District, after two years of review, comment and approval by numerous policy boards, locally elected officials, citizens' advisory groups, special interest groups and private citizens. More than 150 hours of workshops and hearings held throughout the Southland enabled these groups to contribute their ideas.

The plan was then submitted to the California Air Resources Board. Comments by the Board's staff were received in March, proposing changes which would have significantly altered the plan.

Mayor Tom Bradley of Los Angeles testifies at state hearing for Air Quality Management Plan.

During public hearings held by the Board in April, a large number of local officials delivered formal testimony on behalf of the locally prepared plan. As part of the pubic hearing, the Air Resources Board met with elected officials representing SCAG and the District and attempted to resolve several of the outstanding issues.

Thus, for the first time in 25 years, local and state air pollution officials reached agreement on one of their major concerns: the amount by which smog needs to be reduced for Southern California to have clean air. The consensus which was reached established that 75 percent of the pollutant called reactive hydrocarbons — a major component of photochemical smog — needs to be eliminated from the air in the next decade.

The plan also established goals for reducing carbon monoxide, nitrogen dioxide and particulate matter.

The Air Resources Board adopted the master air quality plan for the region on May 10 and submitted it with a few changes to the federal Environmental Protection Agency on July 1.

Local governments will now be asked to implement the plan through adoption of ordinances, policy commitments or other means which accomplish the tactics.

Yearly progress reports on efforts to combat air pollution are mandated by the EPA. Failure to implement the plan can result in federal enforcement and imposition of sanctions against the funding and approval of virtually all federally supported projects, especially in the areas of transportation and wastewater treatment.

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A Costly Problem

Air pollution is taxing on your health . . . and pocketbook. It corrodes metal, discolors building materials and paints, weakens leather and fabrics, soils clothing, and reduces property values.

In Southern California, the costs of air pollution damage to human health, vegetation and materials amount to approximately $1.5 billion to $2 billion per year, or $150 to $200 per person. (Cleaning up the air, according to the Air Quality Management Plan, will cost about $500 million annually, or $50 per person.)

• • • • • •

It's Not Easy Being Green

Air pollution destroys crops and forests and upsets associated ecological systems. The deterioration of the Ponderosa forest in the San Bernardino Mountains is one example. In Los Angeles County, a number of crops (especially leafy vegetables) can no longer be grown because of smog; these effects are now beginning to extend all the way to the Owen's Valley.

Rx for Clean Air: Apply Tactics Regularly

More than 75 tactics are listed in the Air Quality Management Plan to lessen the amount of air pollution in the Southland. All together, these tactics will reduce hydrocarbon emissions, the major cause of smog, by 381 tons per day.

The air quality plan and its tactics are designed to attain all federal health standards by 1987, with the exception of total suspended particulates.*

For two mobile source pollutants, ozone and carbon monoxide, the federal Clean Air Act allows the attainment date to be extended from 1982 to 1987 if certain conditions are met. This extension has been requested by SCAG and the South Coast Air Quality Management District.

All tactics rely heavily on continued technological improvement to both stationary and mobile pollution control equipment, including the extension of controls to sources not presently covered.

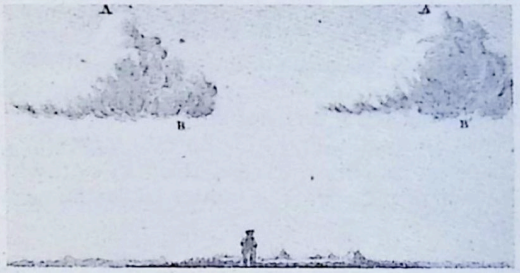
The measures identified in the plan are analyzed for their effects on pollution, costs and social impacts. They require implementation by a number of jurisdictions, including the District, the California Air Resources Board, the California Department of Transportation and cities and counties in the basin.

*Because of the South Coast Air Basin's proximity to deserts and blown sand, particulate standards could be violated even if all human-generated pollutants were removed.

CONTROL MEASURES PROPOSED IN AIR QUALITY MANAGEMENT PLAN

HYDROCARBONS

- H-1 Increased Air Passenger Load Factor
- H-2 Jet Aircraft Ground Taxi Improvements
- H-3 Triple Trailer Trucking
- H-4 Modified Work Schedules
- H-5 Carpool Preferential Parking
- H-6 Piston Engine Aircraft Emission Controls
- H-7 Emission Standards — New Off-Road Heavy Duty Non-Farm Equipment
- H-9 Maintain Leaky Valves in Non-Refinery Industrial Processes
- H-11 Electrify Railroad Switching Yards
- H-13 Trip Reduction Program
- H-15 Emission Standards — New Farm Equipment
- H-16 Proposed 1978 Emission Standards — Jet Aircraft Engines
- H-18 Annual Inspection and Maintenance of Light- and Medium-Duty Vehicles
- H-19 Emission Controls for Small Relief Valves
- H-20 Substitute Coatings Used in Metal Furniture and Fixture Manufacturing
- H-21 Substitute Coatings Used in Fabric and Paper Product Manufacturing
- H-22 Emission Standards — Lawn Mowers and Garden Equipment
- H-23 Increase Bicycle/Pedestrian Facilities
- H-24* Improved Emission Controls for Motor Vehicles
- H-25 Reduce Jet Aircraft Queuing Delays
- H-26 Substitute Coatings Used in Machinery Maintenance
- H-28 Substitute Coatings Used in Ship Construction
- H-29 Emission Controls on Gasoline Bulk Plant Operations
- H-30 Fugitive Emission Controls for Random Leaks at Refineries



- H-31 Substitute Coatings Used in Magnetic Wire Manufacturing
- H-34 Employees Ridesharing Program
- H-35 Traffic Signal Synchronization
- H-36 Voluntary Retirement of Older Cars
- H-37 Substitute Coatings Used in Automobile Manufacturing
- H-39 Substitute Coatings Used in Metal Can and Coil Stock Manufacturing
- H-42 Emission Controls on Metal Cleaning Operations
- H-43 Solvent Reductions in Printing Operations

*Amended by State Air Resources Board

Cigarettes And Air Quality

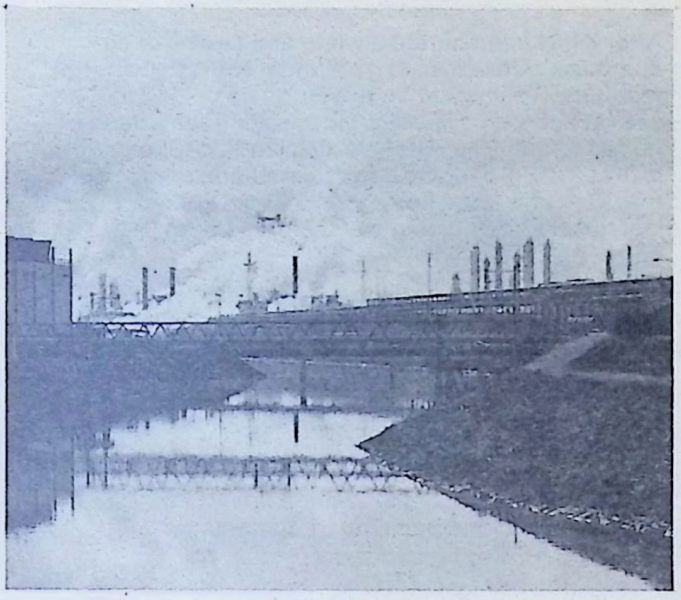
The smoking of tobacco, especially in the form of cigarettes, is the most important single source of cancer-causing substances. One cigarette per hour in an enclosed space is enough to maintain particulate levels at several times the federal ambient, or outdoor, air quality standard.

Darwin Would Be Surprised

The number of hydrocarbon species grows annually. At last count, there were 128 species of hydrocarbons in the Los Angeles atmosphere, including such potentially cancer-causing substances as vinyl chloride, benzene and dioxane.

Problems With Diesel Engines

Asking for good fuel economy and low pollution, Congress may help push automakers into widespread dieselization. But preliminary data suggest that diesel engines, while putting into the air only a small fraction of the hydrocarbons emitted by gasoline engines, emit particles which are potentially more dangerous and may cause cancer.



H-44 Substitute Materials Used in Asphalt Applications (Cutback Asphalt)
H-45 Substitute Coatings Used in Wood Furniture Finishes
H-46 Emission Controls on Chemical Manufacturing Plants
H-47 Emission Controls for Paint Manufacturing Plants
H-48 Emission Controls for Rubber Products Manufacturing Plants
H-49 Substitute Coatings Used in Manufacturing Metal Parts and Products
H-50 Natural Gas and Oil Production
H-53 Vegetable Oil Processing
H-54 Substitute Coatings Used in Automobile Refinishing
H-56 Oil Tank Cleaning
H-57 Emission Controls on Pharmaceutical and Cosmetics Manufacturing Operations
H-59 Substitute Coatings Used in Basic Wood Furniture Manufacturing
H-60 Electric Vehicles
H-62 Marine Fuel Transfer Operations
H-65 Substitute Coatings Used in the Aerospace Industry
H-72 Increased Trucking Efficiency
H-85 Freeway Facility Changes Supporting High-Occupancy Vehicle Movement — Freeway Transit and Exclusive High-Occupancy Vehicle Lanes for Carpools and Buses
H-86 Regional Core Mass Rapid Transit — Wilshire Rail Line
H-87 Los Angeles Downtown People Mover System
H-88 Congestion Relief — Freeway Widening
H-89 Transit System Improvements
H-90 Future Improvement of Technological Controls
H-112 Carpool Sign-Ups for Government Employees
H-113 Purchase of Low-Emission, High-Fuel Economy Government Vehicles
H-114 Low Emissions Tune-up for Government Vehicles
H-117 Santa Ana Transportation Corridor
H-118 Reduce Non-Recurrent Congestion

OXIDES OF NITROGEN

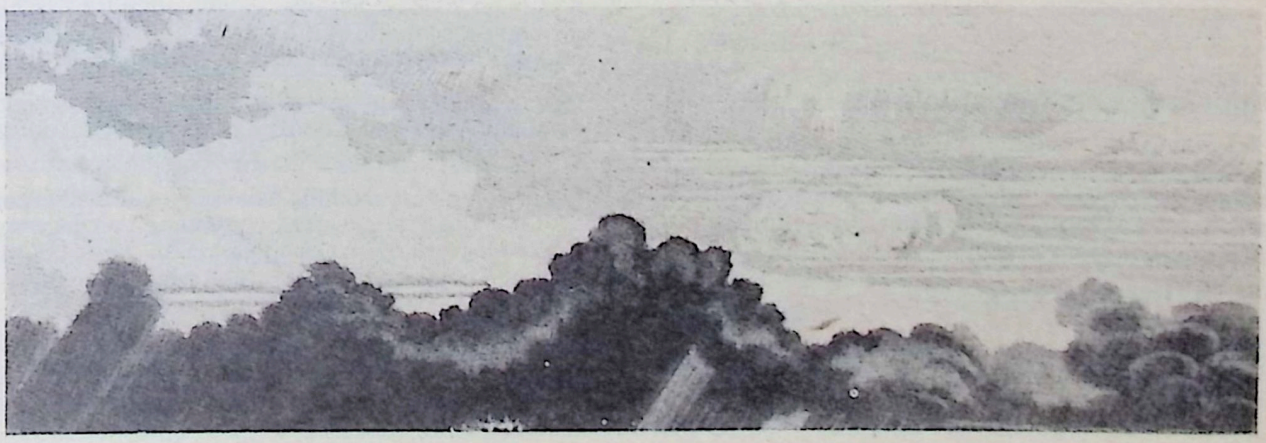
N-1 Energy Conservation: Commercial Institution & Industrial Audits
N-2 Energy Conservation: Residential Retrofit
N-4 Energy Conservation: Street Lighting
N-5 Alter Design of New Residential Space Heaters
N-6 Alter Design of New Residential Water Heaters
N-7 Emission Controls on Cement Kilns
N-10 Emission Controls on Industrial Boilers
N-11 Emission Controls on Refinery Heaters
N-13 Retardation of Fuel Injection Timing for Marine Diesel Engines
N-14 Emission Controls on Glass Melting Furnaces
N-16 Emission Controls on Stationary Internal Combustion Engines

PARTICULATES

P-3 Filter Dust from Pharmaceutical Manufacturing Processes
P-4 Filter Dust from Rubber Products Manufacturing Processes
P-9 Control Dust Emissions From Construction and Demolition Projects

SULFUR DIOXIDE

S-1 Petroleum Coke Calcining, 80% Reduction
S-3 Fluid Catalytic Cracking, 70% Reduction
S-4 Refinery Fuel Burning Sources
S-5 Sulfur Content of Diesel Fuel



Sanitary Landfills: Making Trash Beautiful

This week, hundreds of persons will visit an 87-acre botanical garden in the Southern California hills near Palos Verdes, and some children there will see a covey of quail for the first time.

Not too long ago at this now pleasant site, thousands of trucks carried in the wastes of Los Angeles. In all, some 3,500,000 tons of solid waste lie beneath the garden in the hills.

This example shows what can be accomplished with properly planned and designed sanitary landfill programs. And in many California communities, other successful programs are yielding similar results.

In its goals and policies, SCAG calls for disposal processes which do not degrade the environment. The association, charged with regional solid waste planning, checks all solid waste projects submitted for review to assure that safe and nuisance free solid waste management operations and practices will be conducted.

HOW IT'S BEING DONE

The seven-member State Solid Waste Management Board has established a goal of reducing the amount of solid wastes placed in landfills by 25 percent within five years. This will be achieved through recycling a portion of the waste — bottles and cans, for example — and converting the remaining organic fraction into energy or other useful material.

What can't be recycled or converted into energy is buried in "sanitary landfills," places where waste can't harm the environment and which frequently can be converted into sites valuable to the community.

Sanitary landfills have many advantages over conventional "garbage dumps."

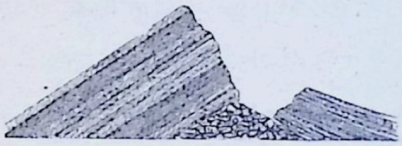
First of all, they are places where communities can dispose of their waste economically and safely and do it in a way that protects the environment.

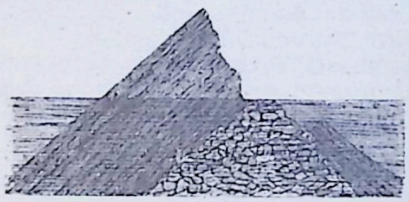
Then — when they're completed and full — sanitary landfills can be converted to parks, golf courses and even industrial sites.

After it has been buried a while and begins to decompose, refuse is also a potential source of energy. Methane — a gas similar to natural gas — is produced at a rate of two or three cubic feet for each pound of buried refuse. The Palos Verdes landfill, for example, is presently producing enough methane to provide electricity for 2,500 homes. This supply can possibly last for a number of years at the present rate of consumption.

A sanitary landfill is actually a construction project and therefore requires thorough planning at all stages.

During the planning phase, close attention must be paid to the way trucks will travel to get to the site (no one wants a parade of trucks through a residential area), to geological conditions, to the availability of cover material (operating costs will rise if dirt to cover the waste must be trucked in), and to the way the site will fit into overall land planning for the area.





Completed landfills have been converted to many uses in California.

In Napa County, for example, a small site is used for grazing and recreational purposes. The city of Santa Maria recently increased the size of its municipal airport when a nearby landfill was full.

A parking lot for a city-owned amphitheatre was built on a 40-acre landfill in Burbank. A soccer field was built on a site near Gardena Valley in Los Angeles County.

Golf courses are in operation at two locations near Los Angeles. And Kings County has converted 10 acres of former landfill to livestock grazing land.

Other completed landfills have been put to other uses . . . open green space in a condominum development in Costa Mesa, parks in Orange and San Diego counties, a mobile home park and a Little League baseball diamond in Los Angeles.

So "sanitary landfill" means more than a polite way of saying "garbage dump." Rather, it's a specific method to address one of our society's most tenacious problems: how to get rid of what we no longer want without harming the environment.

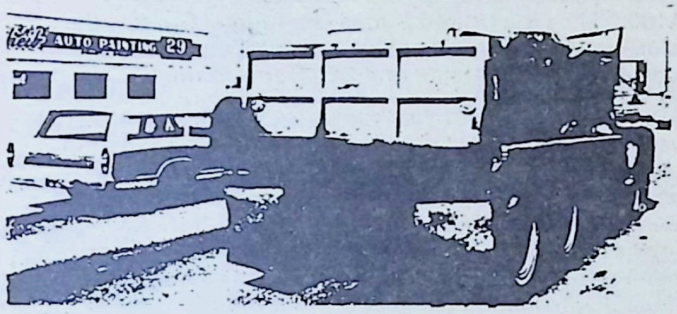
Mind-Boggling Trash Statistics

The load of solid waste that cities must collect, transport and dispose of each day can almost boggle the mind. Rural areas contribute a little less, but still an amazing amount. Here are estimates for a few cities in the region:

Estimated Daily Solid Waste	
Los Angeles	10,200 Tons
Santa Ana	656 Tons
Glendora	122 Tons
Yorba Linda	78 Tons

Recycled News

Each year the average household collects about 230 pounds of newspapers. If they're recycled, that's an energy savings equal to slightly more than 11 gallons of gasoline.



Conservation and Open Space Plan

Coastline preservation, alternate energy sources and improvement of air and water quality are some of the policy issues addressed in the SCAG Conservation and Open Space Plan.

Noting that the preservation of open space is one of the most powerful tools for resource conservation, the plan urges intensified efforts at all levels of government to encourage more efficient use of the land in Southern California.

"Surprisingly, about 95 percent of the SCAG region is considered open space or undeveloped land," said Claremont Vice Mayor Eleanor Cohen, chairwoman of the SCAG Environmental Quality and Resource Conservation Committee. "Unfortunately, much of this area is not readily accessible to a large sector of the Southland's population."

She pointed out that as a result, policies in the Conservation and Open Space Plan stress that "greenbelts" be preserved or created as an integral part of urban surroundings.

In addition to calling for more accessible open space, the plan suggests measures for conserving the region's natural resources. Among its key conservation strategies are protection of wildlife habitats, soil and mineral protection plans and recommendations for energy production and use.

Both the open space and conservation sections in the plan list agencies and techniques best suited for implementing the recommended programs.

Another helpful feature of the plan is its list of areas of regional significance and concern. These locations have been designated to receive first consideration in acquisition or other conservation actions.

Ranging in characteristics from inland valleys to the seacoast, from mountains to desert lands, nearly 500 areas are listed, along with the reason for giving them special consideration. Proposed conservation actions and the agencies with primary responsibility are also included for each area.

Several maps accompany the plan, containing information on endangered species, fish and wildlife habitats, existing land use and more.

Recycling — Using a Good Thing Twice

Local government — just like any organization, public or private — churns out a lot of paper each day, each week, each year.

A great deal of that paper moves first from desk to desk, then to the wastebasket and finally to the "dump," the local landfill.

However, city and county offices can stop this wasteful cycle by taking some of that paper and converting it into a resource . . . just like the trees from which it came.

The recycling or reuse of any wastes disposed in the region is supported by SCAG in its goals and policies related to solid waste actions and programs.

HOW TO RECYCLE YOUR PAPER

- *Select a buyer on a long-term basis. Try to set up a contract for at least a year. A list of buyers of wastepaper in California can be obtained by writing the Solid Waste Management Board in Sacramento, 1416 Ninth Street, Sacramento, California 95814.*
- *Appoint a program coordinator, someone who can keep an eye on things and make sure everything's going smoothly.*
- *Let every employee know what's going on in an orientation session. It's important that everyone know the purpose and need for a paper recycling program. And everyone should know what kind of paper to save and what not to include.*

SOME REASONS FOR RECYCLING

- *Only about a third as much energy is needed to make paper from other paper than to make it from trees.*
- *As many as 17 small trees are required to make a ton of paper, according to one estimate.*
- *Recycling paper means it won't go to the landfill. And today it's becoming more difficult to find new locations for new landfills as the old ones fill up.*
- *Nearly 6½ million tons of paper were deposited in California landfills last year. It doesn't make a great deal of sense to bury that much material that still has a useful value and can be used again.*

Have You Reached Your Daily Solid Waste Quota?

Each day, each Californian everywhere in the state contributes as much as three pounds of household waste to a landfill. And that's just the beginning.

To provide goods and services to consumers, shops and stores and supermarkets contribute an additional three pounds daily for each person. But that's still not all.

Sweeping the city's streets to pick up leaves and litter can add as much as another half-pound for each person each day. Home building, road construction and discarded paper from offices add two pounds a day. The city's sewage plant can contribute a quarter pound for each person each day.

And from beaches and recreation areas, waste generation can reach as much as 1¼ pounds daily for each visitor.

Until methods to recover the wastes are instituted, all of this waste must be transported to the landfill.

Shaky Southland Topic of Study

Most people living in Southern California have a fault — a fracture in the earth's crust running near or even directly beneath their house.

Because the region is laced with major faults and because the implications of a potentially sizeable earthquake can't be ignored, disaster preparedness programs need to be strengthened and operated successfully.

That was the conclusion reached by council of government representatives when they met with the California Seismic Safety Commission back in October 1977.

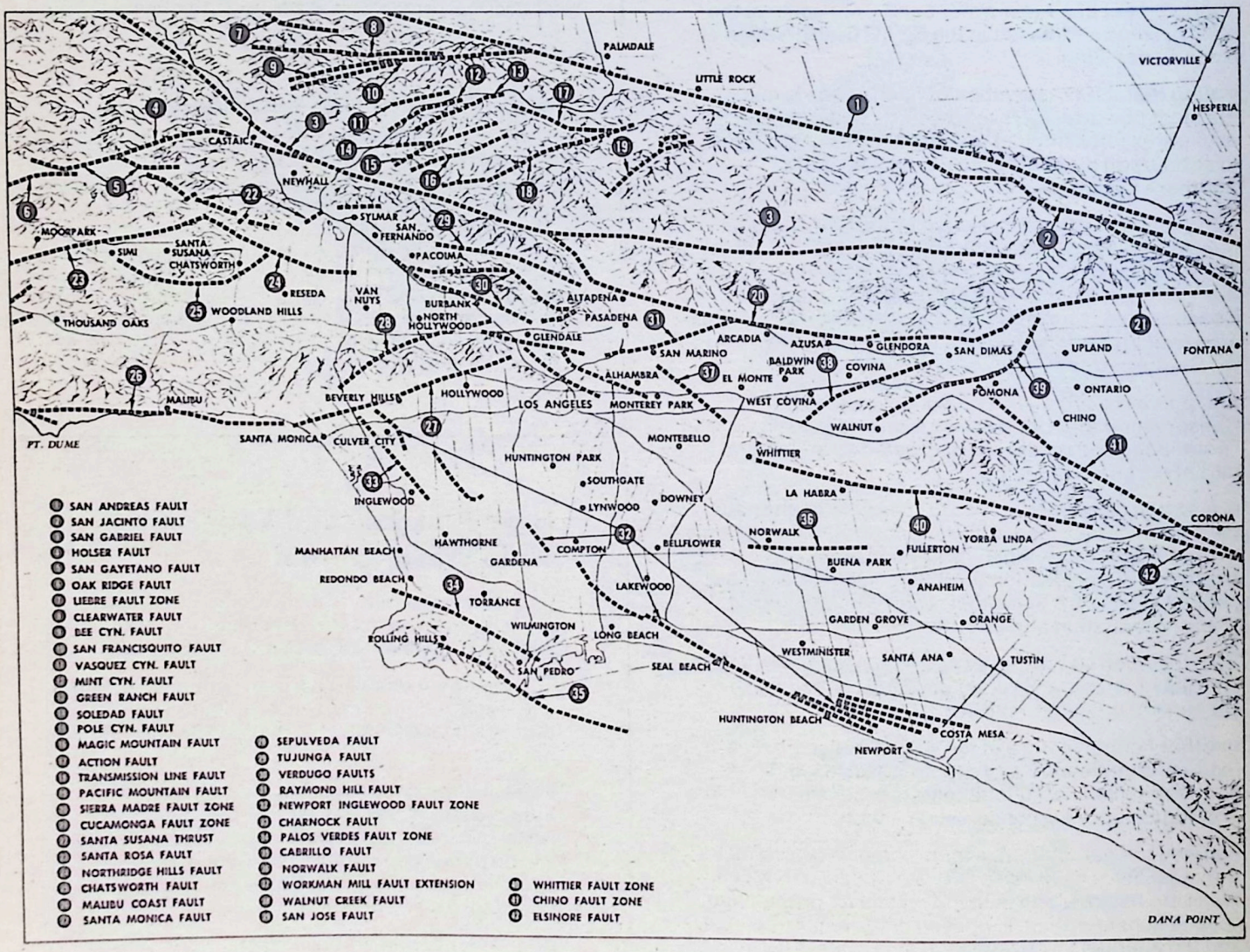
Participants at the meeting acknowledged, however, that "local governments deal primarily with immediate issues, and this political reality makes earthquake hazard reduction measures hard to get on agendas."

It was then recommended that councils of governments, especially in the larger metropolitan areas, provide earthquake hazard reduction information, technical assistance and other services to member local governments.

As part of that effort, SCAG is currently administering a seismic safety study for the Southland. Funded at $100,000 by the United States Geological Survey, the study is being carried out by the counties of Ventura, Los Angeles, Riverside and San Bernardino.

The main purpose of the project is to monitor the vertical displacement of the Southern California uplift, also known as the Palmdale Bulge. To do this, the county engineering departments closely inspect the San Andreas fault zone and compare their findings with previous data. They can then determine if there has been any change in elevation — in other words, whether the bulge is rising, falling or staying put.

According to the experts, vertical displacement has been known to preceed earthquakes, and this information may be combined with other data to make earthquake predictions in the future. But so far, little is known of these relationships, and it is hoped that this project may provide more insight.



Map: Courtesy of *Los Angeles Times*

Region's New Playground: the Santa Monica Mountains

In November 1978, Congress established the Santa Monica Mountains National Recreation Area and directed the National Park Service to begin with the purchase of land and to make needed improvements within the recreation area boundaries.

In addition, the legislation mandated that the Santa Monica Mountains Comprehensive Planning Commission develop a transportation system in the recreation area. For this purpose, a study has since been initiated as a cooperative effort between the commission, SCAG and a consulting firm.

According to Los Angeles Councilman Marvin Braude, commission president and SCAG Executive Committee member, an interim transportation report, including a park user survey and an inventory of existing conditions, has been prepared.

"A demonstration transportation program for inner city residents has already been started," Braude added.

Planning for the park's recreational transportation program has been funded through SCAG. Land acquisitions for the park, authorized by Congress at $155 million, will be phased over the next five years.

"The establishment of the National Recreational Area in the Santa Monica mountains will offer significant scenic and recreational benefits to people living in the Southland's major urban areas," Braude said. "It is important that we create a park unit that will be accessible to all potential park visitors."

He added that information about park areas already open to the public can be obtained through local Departments of Parks and Recreation.

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Chino Hills: Protecting a Special Area

"Prominent hill area at juncture of four counties. Undeveloped but under intense pressure. Grassland and oak woodland habitat. Proposed major airport. Existing oil wells. Subject of interjurisdictional planning task force."

So goes the description of Chino Hills, one of the approximately 500 areas of regional significance and concern listed in the SCAG Conservation and Open Space Plan. The plan's entry for Chino Hills then proposes to "preserve and protect" and to "implement recommendations of Chino Hills Task Force."

SCAG was instrumental in organizing that task force, whose membership consists of elected officials, city and county staffs and local citizens. Also, technical assistance was provided by SCAG for task force activities during the discussions on proposed uses for the area.

The 50,000-acre site was described in a recently completed feasibility study as "the neglected backyard, where Los Angeles, Orange, San Bernardino and Riverside counties come together." The State Department of Parks and Recreation, author of the study, supports purchase of the site for a state park, citing as a reason its strategic location within 40 miles of 9.2 million people . . . an hour's drive or less for half of the state's population.

According to members of "Hills for Everyone," an environmental interest group supporting establishment of a state park in Chino Hills, eventual acquisitions for such a park may total over 12,000 acres.

Funding for Urban Recreation Areas

The Urban Open Space and Recreation Grant Program (SB 174) funds 75 percent of urban facilities projects involving acquisition and development of park and recreation areas and facilities, both indoor and outdoor. For further information, write to the State Department of Parks and Recreation, Office of Grants and Local Assistance, 1416 Ninth St., Sacramento, CA 95814.

Funding

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13 Surviving Prop. 13

"Proposition 13"

These two words became infamous in their association last year, occupying newspaper headlines for months and attracting national attention to what many viewed as another California curiosity.

Locally, the Jarvis-Gann property tax initiative caused great concern among city and county officials, who spent countless hours in emergency budget meetings following its passage in June 1978. With fewer resources available, major worries about funding priorities erupted. Would vital services, such as street-sweeping and trash collection, have to be curtailed? Were higher user fees inevitable? Would large-scale employee layoffs occur?

While local elected leaders grappled with these difficult questions, SCAG took steps to ease the financial burden facing its city and county partners.

The SCAG Executive Committee voted immediately, in July 1978, to defer the request for payment of annual SCAG dues until the issue could be studied by the entire General Assembly in October. At that time, delegates voted to defer dues payment for the first six months of the fiscal year.

Next, Executive Committee members began reviewing all available options to secure the maximum amount of available federal and state dollars for the region.

"Air quality, water quality, disposal of solid waste are issues that won't disappear," remarked Long Beach Vice Mayor James Wilson, then-president of SCAG.

"We will continue to operate programs in such areas as air and water quality, housing and transportation, which will in turn qualify the governments of this region to receive more than $3 billion annually in federal monies," he vowed.

As an example, Wilson cited the SCAG Regional Housing Allocation Model. Because of this document, the U.S. Department of Housing and Urban Development awarded the region $8.8 million in bonus housing funds for 1977 and nearly $10 million in 1978.

SCAG also undertook several initiatives to receive a greater share of funding in return for the region's contributions.

For example, a proposal to ensure a more equitable distribution of gas tax revenues was submitted to the state legislature earlier this year by Simi Valley Councilman Bill Carpenter, chairman of SCAG's Transportation and Utilities Committee.

At the same time, SCAG continued to seek the most economical ways to fulfill federal requirements, reduce red tape and ensure that local control and flexibility weren't diminished by greater dependence on state and federal dollars.

In addition, a series of economy measures were implemented at SCAG, aimed at reducing operating costs. They included staff reductions and curtailment of staff travel, meeting expenditures, and printing and copying costs. Also, a policy was initiated prohibiting the filling of vacant job slots without a full evaluation and approval by the executive director and department heads.

Overall Work Program: Essential for Regional Planning

"What does SCAG do?"

Frequently asked, this question may best be answered with a copy of the current Overall Work Program.

Approved by the Executive Committee at its May meeting, the 1979-80 Overall Work Program is a complete, up-to-date description of SCAG's comprehensive planning, environmental and transportation programs. For each of them, the work program contains a short-range perspective for the next fiscal year, spanning from July 1, 1979 to June 30, 1980. In addition, it includes projections for the following five years.

The document also describes the work to be performed by participating agencies and lists the amount of funds allocated for each task. Completed work, after being approved, is then reimbursed as provided in the budgets.

The listing of regional planning tasks in one management document was first required by the Department of Transportation as documentation for federal transportation funding. This process was eventually expanded to meet additional requirements by the state and other federal agencies, such as the Department of Housing and Urban Development and the Environmental Protection Agency.

While this is the seventh work program prepared by SCAG, the process of developing the program was redesigned last year to allow for greater participation by local elected officials.

For this purpose, the Executive Committee formed a Work Program Committee to bring the activities on the local and regional levels together. Yorba Linda Mayor Henry Wedaa, committee chairman, headed the group of elected officials representing the Executive Committee and SCAG's policy committees.

"The first job for the work program committee is to determine issues and problems which should be addressed by SCAG," Wedaa explained.

He added that the group then develops specific programs and budgets to match each of the issues.

"To help us be more specific, we formed work groups to review three broad areas — environmental management, growth management and transportation — and to formulate recommendations."

After considering the programs proposed by the work groups and the agencies, the Work Program Committee forwards its recommendations to the Executive Committee for approval.

The preliminary work program and budget are then submitted to the Intermodal Planning Group, a body composed of members of federal and state agencies.

With counterparts in nine other federal regions across the nation, the Intermodal Planning Group is charged with supporting comprehensive planning among state and local officials.

Members of the group meet with SCAG and participating local agencies to review comments and concerns regarding the work program.

"For 1978-79, for example, we were asked to address several issues in more detail," Wedaa said, "including air quality tasks, transportation systems management and integration with county transportation commissions."

The Intermodal Planning Group then requested that SCAG prepare a final work plan which addressed these comments and concerns and submit it for federal and state funding. This was then approved by the Executive Committee.

Wedaa said he was pleased with the result of his committee's work.

"The program is now more responsive to the needs of our local members because they are involved from the beginning," he said.

"I believe the work program will be an effective management tool for SCAG's committees, funding agencies and planning staffs."

1979-80 OVERALL WORK PROGRAM

Program Budgets Summary

PROGRAM	SCAG	LOCAL MATCH	TOTAL
Development Guide	311,600	58,934	370,534
Air Quality	1,938,000	3,067,000	5,005,000
Water Quality			1,640,000
Economic Development	133,200	66,600	199,800
Housing/Community Development	405,000	166,200	571,200
Human Services	68,400	34,200	102,600
Energy	38,000	19,000	57,000
Solid Waste Management	30,400	15,200	45,600
Nat. Resources/ Open Space	22,800	11,400	34,200
Transportation			
Multimodal	971,900	522,252	1,494,152
Transit	228,000	1,568,044	1,796,044
Highways	159,600	403,577	563,177
Aviation	333,400	65,000	398,400
Data/Travel	182,400	800,000	982,400
Plan Impl./Admin.	674,800	81,250	756,050
A-95 Admin.	114,000	57,000	171,000
Program Mgt./ Support	642,200	72,733	714,933
Direct Costs	292,300		292,300
TOTAL	6,512,400	6,998,856	15,191,256

The Clearinghouse Review Process: A Helpful Handbook for A-95 and Other Project Reviews

July 1979

If a project for which applicants are seeking a federal or state grant will have a measurable impact on the social, economic, or natural environment, it will probably require a clearinghouse review.

This booklet is meant to help applicants get through this review process as easily as possible. It outlines the steps in the process and also gives some information on standards for review and environmental impact assessment. Appendices address further options related to the review process, including voluntary project submittal, categorical exemptions and memoranda of agreement.

Transportation commissions and clearinghouses in California are also listed.

The A-95 Project Notification and Review System

The current Catalog of Federal Domestic Assistance lists several hundred aid programs. Gaining maximum benefits from these programs requires areawide planning and coordination among the levels of government using this assistance. Circular A-95 of the Federal Office of Management and Budget (OMB) spurred the establishment of state and areawide clearinghouses to perform this job. The clearinghouses check individual federal projects against state, regional and local plans for consistency, and work to reduce or eliminate duplication of effort and conflicts.

Under A-95, the areawide clearinghouse — in this case, SCAG — must circulate news about proposed projects to local governments and agencies within the planning area, so that they can review them and comment on the effect these projects may have on their area or on their own plans. The clearinghouses themselves review and comment on projects from the state and regional viewpoints. All these comments are passed along to the applicant, who must submit them to the funding agency along with the application.

The A-95 clearinghouses, besides being responsible for review and advisory comments, can quite often suggest ways to make projects better from a technical standpoint and give valuable guidance to applicants on how to improve their funding prospects.

Programs Reviewed Under A-95

Circular A-95 applies to most federal programs.

Included are:

Physical projects. Examples: airports, housing, open space, hospitals, water supply, transportation facilities.

Social projects. Examples: community action programs, health services, manpower projects, day care, grants for improving law enforcement.

Planning projects. Examples: comprehensive planning, health planning, wastewater facilities planning.

Since activities of federal and state departments or agencies may also affect local communities, they require circulation under the review procedure as well.

The A-95 Process: It's Easier Than You Think

When you have determined what type of grant you will be applying for, please check with the federal agency (usually through its San Francisco or Los Angeles office), or the state agency (usually Sacramento). They will supply you with:

1) deadline dates (which may be annual or, sometimes, quarterly)

2) a packet of application materials, including Form 424.

Form 424 will serve as your **Notice of Intent** (NOI), which the clearinghouses will need, and also as the first page of your complete application when you submit it to the funding agency.

1. Complete Standard Form 424 and send a copy to both the areawide clearinghouse (SCAG) and the state clearinghouse. Include any environmental work you have done on the project.

One copy to: SCAG Clearinghouse
600 South Commonwealth Ave., Suite 1000,
Los Angeles, California 90005

One copy to: State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

Jurisdictions and agencies that are not members of SCAG must include a $100 fee with their SCAG application.

An Example of the A-95 Process

PROJECT SUBMITTED

The City of Riverside drafts a plan to renovate some unsightly housing in need of repair. The city forwards to SCAG a notice of intent to apply for HUD money to fund the project.

COMMENTS SOUGHT AND CONSIDERED

SCAG forwards copies of the notice to a number of public agencies and public interest groups.

SCAG does not usually submit information to the state clearinghouse, nor do they inform SCAG. A separate submittal to each clearinghouse is mandatory.

When not to send a Form 424 to SCAG:

- If your submittal is to FHA or VA (HUD does that as a matter of routine).
- Step I Wastewater Facilities grant applications are sent to the State Water Resources Control Board, not to SCAG. Also, if your application is for Department of Transportation funds, Form 424 should go to your County Transportation Commission rather than to SCAG.

2. Local Agency Review. Every other week, SCAG sends the clearinghouse listing of proposed projects, plans and environmental documents submitted during the prior two weeks to members of its Executive Committee, cities and counties, sub-regional agencies, civil rights agencies and some public-interest groups in the region.

   Localities that want more information on a project, want to comment on it, or need additional time to review it, should contact SCAG within two weeks of publication of the listing.

3. If neither SCAG nor any of the reviewing agencies sees a problem, SCAG will sign off on the project. The review period on the Notice Of Intent is 30 calendar days.

   If there is a question about a project, the clearinghouse will consult with the applicant to resolve it or may request the complete application for review.

4. If there was an unresolved question with the Notice of Intent, the clearinghouses have 30 days to review the complete application. Concerns that are not resolved at the staff-to-staff level are referred to SCAG's Executive Committee for resolution.

5. When SCAG returns the signed-off Notice of Intent or application, the next step is to submit the complete application to the federal funding agency, along with any comments from SCAG or local agencies. The funding agency will review the application and all the comments on it, and make a decision. If the federal agency funds the project over negative comments, it must explain their decision in writing to the clearinghouse.

STANDARDS FOR REVIEW

Is the project regionally significant?

The most thorough review is given to those projects that — because of their size, type, location in an area of regional concern, or multi-jurisdictional impact — are considered of regional significance.

Is the proposal consistent with regional planning?

The **SCAG Regional Development Guide: Goals and Policies for Action** is basic to every review. It addresses land use, urbanization, transportation, housing and community development, economic development, environmental quality, open space/resource conservation, recreation and human services.

Will the growth induced by a physical project be consistent with SCAG's growth forecast for the region?

SCAG'S adopted Growth Forecast policy covers population, jobs, land use and housing (by region, county and 55 regional statistical areas) at five-year intervals to the year 2000.

Is the project consistent with related SCAG plans, and is it included in the appropriate capital improvement program?

Projects are reviewed for consistency with a number of adopted plans and programs.

Has the project been brought to the attention of government agencies affected by it or interested in similar projects?

There may be a need for coordination of plans among local agencies.

In areas where another agency is responsible for developing multi-jurisdictional plans, is the project consistent with those plans?

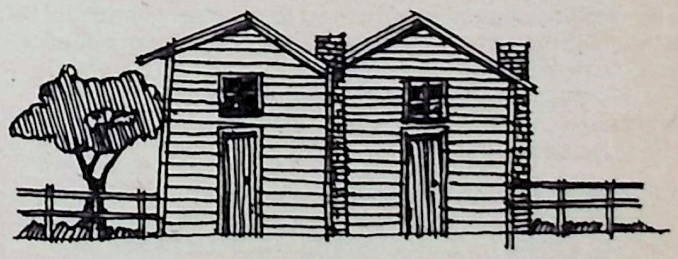
For example, the Health System Agency for Orange County reviews health proposals in that county.

Review of Voluntarily Submitted (Non-A-95) Projects

Applicants submitting a project for voluntary review should fill out and include a Form 424 with their submittal.

For plans, programs and projects not requiring federal funds, SCAG provides review services without charge; however, limited resources prevent SCAG from performing detailed reviews in all cases.

SCAG receives and compiles responses from the commenting groups.



REVIEW COMPLETED

SCAG examines both the project and the comments, and writes a letter of review. This package is returned to Riverside, and city officials attach it to the HUD application.

General Fund Budget

The General Fund covers all expenditures related to the Executive Committee and the General Assembly. The executive director's salary and professional costs are also included in this budget.

REVENUE	APPROVED BUDGET FY 1978-1979	APPROVED BUDGET FY 1979-1980
Unexpended General Fund Balance	$457,158	$174,156
Dues from Members	179,500	179,500
Interest	39,430	—
Depreciation Reserve	13,900	15,000
TOTAL REVENUE	$689,988	$368,656
EXPENDITURES		
General Fund Staff Costs		
Salaries	77,188	81,000
Fringe Benefits	13,078	14,400
Indirect Overhead	24,676	25,400
SUBTOTAL	114,942	120,800
General Fund Operating Costs		
Executive Comm./ General Assembly	22,000	20,000
Travel	21,000	19,000
Publications	2,000	2,000
Leasehold Improvements	10,000	5,000
Fixed Asset Acquisition	13,000	10,000
Professional Services	6,000	10,000
Intergovernmental Coordination	18,000	18,000
Office Overhead	8,000	8,000
SUBTOTAL	100,000	92,000
Contribution to Projects	210,000	65,000
SUBTOTAL	210,000	65,000
Unexpended Reserve for Future Commitments		
Lease Commitment	235,000	90,856
Unallowable Costs	30,046	—
SUBTOTAL	265,046	90,856
TOTAL	$689,988	$368,656

The Assessment of SCAG Dues

The members of SCAG — city and county governments — contribute close to 10 percent to the association's budget; the rest of the necessary funding comes from federal and state programs.

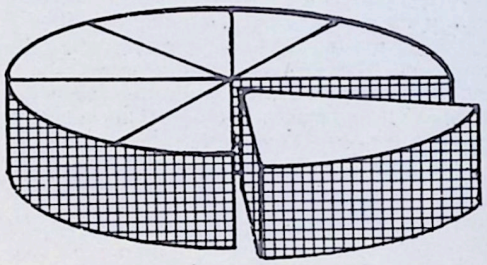
The assessment of membership fees is fixed each year by the General Assembly with the adoption of the annual budget.

As spelled out in the SCAG bylaws, one-half of the total assessments is charged to and paid by member cities, the other half by member counties. The fixed basic assessment is $100 for each city and $2,500 for each county.

The remaining dues are charged to members in proportion of their population to the total number of people in all member cities and counties. Population figures used in the assessment are based on the most recent motor vehicle license fee allocations determined by the state controller.

For Fiscal Year 1979-80, sample member dues for some of the region's cities are: $344 for El Centro (pop.: 23,404); $1,026 for Burbank (pop.: 88,871); $3,869 for Long Beach (pop.: 361,696); and $20,000 for Los Angeles (pop.: 2,838,400). Among the counties, Imperial County was assessed at $3,388 (pop.: 88,880); Orange County at $20,592 (pop.: 1,808,231); and Los Angeles County at $40,000 (pop.: 7,041,980).

The bylaws also stipulate that no member city shall pay more than $20,000 in dues; the maximum for any county is $40,000.



Catalog of Federal Domestic Assistance

This major source of information about federal programs and projects identifies more than 1,000 programs administered by 54 different federal departments, independent agencies, commissions and councils.

The catalog describes each program in terms of the specific type of federal assistance provided, the intended purpose, who is eligible and how to apply. It also identifies federal offices which can be contacted for additional information.

Local public and university libraries usually have copies of the catalog available.

You can also order your own copy from:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

Tips on Writing a Grant Proposal

First presented to the 1975 Fall SCAG General Assembly, this guide has been a popular item with local governments and agencies. It offers helpful tips on what to do before applying for a grant, how to prepare an effective application and concludes with a list of "buy points" which may help convince the evaluators to fund the project.

Following are some of the guide's key suggestions.

A. PRE-APPLICATION TIPS.

1. **UNDERSTAND THE PURPOSES OF THE LEGISLATION BEHIND THE GRANT PROGRAM.** Read the legislation, as well as the rules and regulations in the **Federal Register,** to be sure you understand the major provisions of the act.
2. **KNOW THE PRIMARY GOALS OF THE PROGRAM.** Every federal assistance program has a primary goal. For example, the Economic Opportunity Act is intended to eliminate poverty, while the Economic Development Act is aimed at creating new jobs.
3. **LOCAL PROJECTS MUST CONFORM WITH STATE AND REGIONAL PLANS.** Since regional plans are the basis of state plans, obtain and read summaries of both.

B. ENSURE THAT YOUR CONCEPTS AND PROPOSALS ARE SOUND.

1. **IDENTIFY A PROBLEM OR NEED, AND THEN BEGIN TO DEVELOP YOUR OVERALL PROJECT IDEA.** Forget about federal and state forms and procedures at this time. Concentrate on what you need and why; not on how you get funds from the agency. The work that you do in developing your project idea before you put together a formal application is probably more important than the application process itself.
2. **OUTLINE YOUR IDEAS ON PAPER: MAKE A DETAILED PLAN OF ACTION.** It may help to use the following general approach:

   Identify the Problem — Try to distinguish the problem from its symptoms, effects and components. Single out the one issue that is important to you and to your community or agency.

   Define Practical Limits of the Problem — Sort out various aspects and implications of the general problem. Brainstorm. Be explicit. Be realistic.

   Identify Alternative Approaches or Solutions to the Problem — Ask, read, inquire and think. Be imaginative. Don't be limited by past practices or traditional approaches, or those which seem feasible on the surface. Think about time and resource requirements for each alternative.

   Evaluate the Alternatives and Select the Preferred Approach — Draw upon the experience of others. Consider using a methodology tried elsewhere, changed slightly to fit your particular need. Consider community values and preferences.
3. **DON'T WORK IN A VACUUM.** Other people have different ideas; be open and receptive to them. Ask others who have worked on the same type of problem, and consult with regional and state representatives for their reactions and suggestions.
4. **ONCE THE BASIC IDEA IS DOWN ON PAPER, USE THE FORMS AS A GUIDE FOR DEVELOPING THE DETAILED COURSE OF ACTION.** This will help to ensure that you don't leave out anything. But don't limit your thinking to "answering the questions" or "filling in the blanks." Formulate objectives, a work program, a general budget and financing plan and an evaluation plan.

C. TIPS ON PREPARING A GOOD APPLICATION.

1. **READ AND THINK BEFORE YOU WRITE.** Be sure that your proposed project is consistent with the legislation and with state and regional plans. Read the entire set of application forms and all instructions from start to finish.
2. **AS YOU WRITE, ALWAYS REMEMBER YOUR READERS — THE PROJECT EVALUATORS!** They are busy people. They don't know your local area and situation and don't need to become expert in these. They know a lot about national problems and trends. Tailor your discussion of the problem accordingly.
3. **IF YOU DON'T KNOW HOW TO WRITE, FIND SOMEONE WHO DOES.** Say as much as necessary, and as little as possible. Be clear, simple, direct, and succinct. Get to the point immediately. Use topic headings and subtitles in the text, where appropriate.
4. **AVOID JARGON** only commonly used in your profession or community.
5. **THINK OF THE FORMS AS SALES TOOLS.** Forms are intended to help you organize and present in a logical manner all the information which is needed to make and justify a funding decision. Only in rare cases does the particular nature of a project not lend itself to the format of the application.

A-95 Projects Reviewed by SCAG

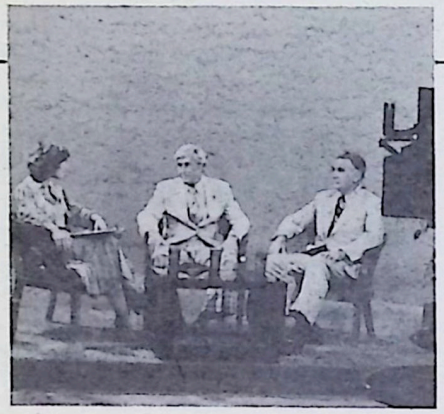
1978 Tally

	Number of Projects	Dollar Amount
A. Totals by County		
Imperial	119	23,489,880
Los Angeles	1,852	1,288,689,063
Orange	360	225,275,495
Riverside	454	192,328,492
San Bernardino	479	73,942,556
Ventura	180	48,324,927
B. Totals by Type of Project		
Human Services	659**	476,325,393
Housing and Community Development	149	267,824,319
Environmentally Related Projects	193	123,850,422
Transportation	1,640	997,531,419
State Projects	79	21,735,177
State Plans	34	
Environmental Documents/ Local Plans	284	
Housing	461	
Direct Federal	54	
Other	1	20,938
GRAND TOTAL	**3618***	**$1,887,287,688**

*The grand total of the number of projects differs from the total by type of project due to the addition of projects from applicants other than counties; the grand total dollar amount differs from the total dollar amount by county due to listing of projects under more than one jurisdiction.

**12 manpower projects were listed under two counties but only appear once in the tally.

Information Resources



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Travelin' SCAG Show: The Speakers' Bureau

SCAG provides speakers to groups that wish to learn about the association or any of its program areas. Elected officials or other representatives are available to speak on subjects of regional concern, such as transportation, air and water quality, housing, growth policy and aviation.

Interested persons are encouraged to identify organizations in their area that would like to know about the work and programs of SCAG.

Information, Anyone?

SCAG's Resource Center maintains a sizable collection of planning and administration materials. The wide variety of technical, legal and administrative information is designed primarily to serve the researcher.

The technical collection alone includes over 5,000 publications in all areas of planning. Its publications range from "state of the art" to technical planning documents. There are government reports and studies, as well as privately published works. This material comprises the main body of the collection and is continually updated.

One of SCAG's ongoing objectives in the area of information sharing is to promote an expanding network of planning information resources in the Southland. The Resource Center plays an instrumental part in this cooperative effort involving information centers, libraries, computer centers and other information gathering and generating bases.

"Southern California"

Co-produced by SCAG and KCOP-TV

The power of the electronic media to inform, influence and entertain is widely acknowledged. It was primarily that first purpose — to inform — that prompted SCAG to become involved with "Southern California," a weekly public affairs program produced by KCOP-TV (Channel 13).

Since the show's first airing in 1976, several hundred key representatives of local government, business, labor and civic groups have appeared as guests. Interviewed by program host Laurie Martin, SCAG manager of community relations, the guests discuss their background and views on environmental, social, economic and political issues affecting the Southland.

Marilyn Solomon, KCOP director of corporate relations and executive producer of the show, described the working relationship between the station and SCAG as "one of the most positive ones we've ever had with a community-based organization."

Videotapes of "Southern California" are available to interested groups from the SCAG Community Relations Office.

First Place for Forum

FORUM, the quarterly publication prepared by the SCAG Community Relations Section, won first place in competition with newsletters submitted by other regional councils throughout the country. The award was made by the National Association of Regional Councils after judges evaluated three of last year's *FORUM* issues.

In addition, SCAG won third place in the "Special Materials" category for information prepared on the coordinated adoption process of the four major plans completed recently.

Subscribe Now to SCAG Newsletters!

The three newsletters described below are published regularly at SCAG. To receive these or any other of the association's publications, fill out a mailing list card (like the one shown) the next time you're in the SCAG offices, or call the SCAG Community Relations Section and ask to be placed on the mailing list.

FORUM

Published quarterly, this newsletter describes regional programs and activities and discusses issues currently under study at SCAG. A legislative update, newsmakers and the regional calendar are regular features. The FORUM mailing list includes nearly 4,000 elected officials, agency staffs and others interested in SCAG news.

AIROGRAM

With air quality planning as its exclusive topic, this newsletter is published four times a year and received by more than 5,000 "subscribers." *Airogram* is a cooperative effort between SCAG and the South Coast Air Quality Management District. Its contents cover the air quality activities of both agencies.

WATERMARKS

This technical newsletter provides information on SCAG's water quality planning program. *Watermarks* is published quarterly and is currently distributed to over 3,000 individuals, organizations and agencies.

DATE: _____

NAME: _____

ADDRESS: _____

CITY: _____ ZIP: _____

PHONE: BUS: _____ RES: _____

OCCUPATION: _____

ORGANIZATION: _____

PREVIOUS ADDRESS _____

CITY: _____ ZIP: _____

INDICATE COUNTY

Imperial ○ Los Angeles ○ Orange ○ Riverside ○ San Bernardino ○ Ventura ○

INDICATE AREA OF INTEREST FOR MAILING LIST

- AIR QUALITY ☐
- ENERGY ☐
- EMPLOYMENT ☐
- GENERAL INFORMATION (FORUM Newsletter, Etc.) ☐
- HOUSING ☐
- HUMAN SERVICES ☐
- LAND USE ☐
- OPEN SPACE ☐
- POPULATION GROWTH ☐
- SOLID WASTE ☐
- TRANSPORTATION ☐
- WATER QUALITY ☐
- REMOVE FROM MAILING LIST ☐

Where to Find Copies of SCAG Reports

For the convenience of the general public, SCAG has made arrangements with designated libraries throughout the region to serve as depositories for SCAG planning reports. Many of these reports are available for review at the facilities listed below:

LOS ANGELES COUNTY

Arcadia Public Library
20 West Duarte Road
Arcadia, California 91006

California Dept. of Transportation
District 07
120 South Spring Street
Los Angeles, California 90012

California State Polytechnic University
Pomona Library
3801 West Temple Avenue
Pomona, California 91767

California State University
Dominguez Hills Library
1000 East Victoria Street
Carson, California 90747

California State University
Long Beach Library
1250 Bellflower Blvd.
Long Beach, California 90840

California State University
Northridge Library
18111 Nordhoff Street
Northridge, California 91324

California State University
J.F.K. Library
5151 State University Drive
Los Angeles, California 90032

Glendale Public Library
222 East Harvard Street
Glendale, California 91205

Hawthorne Library
12700 Grevillea Avenue
Hawthorne, California 90250

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SCAG Reports

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Honnold Library, Claremont College
8th and Dartmouth Streets
Claremont, California 91711

Inglewood Public Library
c/o Serial Pub. & Doc. Division
101 West Manchester Blvd.
Inglewood, California 90301

Los Angeles County Library
Culver City Branch
4975 Overland Avenue
Culver City, California 90230

Los Angeles County Public Library
320 West Temple Street
Los Angeles, California 90012

L.A. Municipal Reference Library
City Hall East, Room 530
200 North Main Street
Los Angeles, California 90012

Los Angeles Planning Library
618 City Hall
Los Angeles, California 90012

Los Angeles Public Library
Business & Economic Department
630 Fifth Street
Los Angeles, California 90017

Pasadena Public Library
285 East Walnut
Pasadena, California 91101

Pomona Public Library
625 South Garvey Avenue
Pomona, California 91766

Rose Institute of State and Local Government
Claremont Men's College
Claremont, California 91711

Rosemead Public Library
8800 Valley Boulevard
Rosemead, California 91770

San Fernando Public Library
102 Macneil
San Fernando, California 91340

San Pedro Branch Library
931 South Gaffey
San Pedro, California 90731

Torrance Public Library
3301 Torrance Boulevard
Torrance, California 90503

University of California
Arch. & Planning Library
415 Hilgard Avenue
Los Angeles, California 90024

UCLA-URL
Public Affairs Service/Local
405 Hilgard Avenue
Los Angeles, California 90024

University of So. Calif. Library
Government Documents Department
Doheny Library
Los Angeles, California 90007

University of Southern California
Von Kleinsmid Library
Los Angeles, California 90007

West Covina Public Library
1601 West Covina Parkway
West Covina, California 91790

Whittier Public Library
7344 Washington Avenue
Whittier, California 90602

ORANGE COUNTY

Anaheim Public Library
500 West Broadway
Anaheim, California 92805

California State University
Environmental Studies
800 North State College Blvd.
Fullerton, California 92634

County of Orange
Environmental Management Agency
400 Civic Center Drive
Santa Ana, California 92701
Attn: Development Division

County of Orange
Hall of Administration Library
10 Civic Center Plaza, Room 314
Santa Ana, California 92701

Huntington Beach Public Library
Reference Department
7111 Talbert Avenue
Huntington Beach, California 92647

Newport Beach Public Library
2005 Dover Drive
Newport Beach, California 92660

Orange County Transit District
11222 Acacia Parkway
Garden Grove, California 92642

Orange County Main Library
11200 Stanford Street
Garden Grove, California 92640

Orange Public Library
101 North Center Street
Orange, California 92666

Santa Ana Public Library
26 Civic Center Plaza
Santa Ana, California 92701

Tustin Branch Library
Tustin Civic Center
Centennial at Main
Tustin, California 92680

University of California
The University Library
Government Documents Department
Irvine, California 92717

University of California
Institute of Transportation Studies
Irvine, California 92717

SAN BERNARDINO COUNTY

California Department of Transportation
District 08, Library
247 Third Street
San Bernardino, California 92403

California State University
San Bernardino Library
5500 State College Parkway
San Bernardino, California 92407

Ontario City Library
215 East "C" Street
Ontario, California 91764

San Bernardino City Library
401 North Arrowhead Avenue
San Bernardino, California 92401

San Bernardino County Library
104 West 4th Street
San Bernardino, California 92401

VENTURA COUNTY

Conejo Library
191 West Wilburn Road
Thousand Oaks, California 91360

Oxnard Public Library
214 South "C" Street
Oxnard, California 93030

Simi Library
3150 Los Angeles Avenue
Simi, California 93065

Ventura County Library
Services Agency
651 East Main Street
Ventura, California 93001

RIVERSIDE COUNTY

Corona Library
650 South Main Street
Corona, California 91720
Attn: Head Librarian

Max T. McCandless Memorial Library
200 Civic Center Mall
Indio, California 92201

Riverside City Central Library
3581 Seventh Street
Riverside, California 92501
Attn: Head Librarian

University of California
Government Publications Department
UCR General Library
Riverside, California 92521

IMPERIAL COUNTY

Imperial County Library
247 South Imperial Avenue
Imperial, California 92251

OUT OF THE REGION

California Department of Transportation
1120 "N" Street
Sacramento, California 95814

California Department of Transportation
District 11
2829 Juan Street
San Diego, California 92138

More Services

Section Contents

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Helping to Meet Human Needs

In response to the many social service needs of the nearly 11 million people living in the SCAG region, a myriad of human services are offered by local governments, state and federal agencies and the private sector. The services they provide relate to a variety of needs, including manpower, aging, criminal justice, youth services, health care, education, welfare, culture and recreation.

A great number of these human services programs, created in the mid-70's at the federal level, delegate major responsibilities to state and local governments.

The SCAG Executive Committee, recognizing that trend, established that areawide strategies are needed for these social service programs. Technical assistance was also considered vital to facilitate social service delivery by local jurisdictions.

Consequently in 1975, the Executive Committee created the Human Services Committee and adopted a program to make human services an integral part of the comprehensive planning program.

Since then, SCAG has assisted local governments through the association's comprehensive planning and project review processes, coordination with local governments and the private sector, and technical expertise and assistance.

"These basic roles are translated into such activities as workshops, individual consultations, legislative review, and assistance in grant preparation," explained Santa Ana Councilman Harry Yamamoto, chairman of the Human Services Committee.

"In the last year, effective management of dollars and efficient delivery of resources has become more important than ever," Yamamoto continued. "We seek to help local jurisdictions in that respect as well, by providing assistance wherever possible."

He cited as an example the recent human services workshop on the use of citizen volunteers by local government. Co-sponsored by SCAG and the League of California Cities during the 1979 Spring General Assembly, the workshop provided information on how citizen volunteers can help local government, the role of the elected official in establishing successful volunteer programs and the policies and operational decisions which must be considered to recruit and retain volunteers.

"Other successful human services workshops have focused on financing crime control and on alternative approaches to human services involvement by local government," Yamamoto added.

Another program activity, he said, is the signing of memoranda of understanding between SCAG and health systems agencies, area agencies on aging and criminal justice councils in the Southland.

In addition, according to the official, technical assistance is provided to local government and agency staffs in developing social element plans, writing federal grants and developing human service commissions.

"We've also been successful in identifying funding sources for various local human service needs, including anti-crime and family violence programs, day care facilities, surplus food programs and ambulance services.

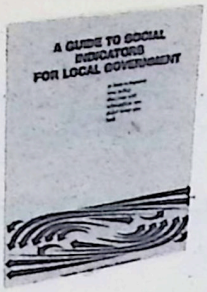
"And through the program, we monitor state and federal legislation in the area of human services," Yamamoto said.

"Social service concerns are usually excluded from physical planning," he concluded. "Yet, these needs are common to all communities in the region, and are therefore a vital part of SCAG's comprehensive planning efforts."

Services for the Aged

The Older Americans Act of 1965, as amended (Title III), funds up to 75 percent of multi-purpose activity services for the aged. The program provides for staffing and operating only, not for facility construction. For further information, write to the California Dept. on Aging, 918 J St., Sacramento, CA 95814.

A Guide to Social Indicators for Local Government



Subtitled "How to improve your policy decisions with information you didn't know you had," this report discusses social indicators and shows how they can be applied by local governments in the policy-making process.

The document, a product of the SCAG Human Services program, attempts to help local governments identify and rank social needs and changes — by using social indicators — when spending limited resources.

Social indictors are derived from precise statistics about social and economic conditions.

An example of how to use such an indicator is described in the guide. An administrator, faced with formulating a housing policy for his city, has available data on the type, quantity, value and distribution of the housing stock. He also has available various demographic and economic data about the city and its residents. This information can be combined to provide an indicator which could be called "adequacy of housing" and which will guide the administrator in his choice of alternative housing policies.

The report points out that even though local officials may be very familiar with their jurisdiction, social indicator reports can reveal specific needs which may have gone unsuspected, by including information on poverty status, household type, family size and formation, health status, age, race and so on.

Most of the information items listed in the report can be obtained for small neighborhoods within a city; however, some information is available only for large departmental reporting districts.

After describing the historical background of social indication and its role today, the report lists the following selected examples of data sources:

SELECTED EXAMPLES OF DATA FOR SOCIAL INDICATORS

Need for	Source	Information
Day Care Facilities	1970 Census	# Women in labor force # Children under 5 years # Families with female heads # Families with low income
	Health Department	Birth rate
Community Health Centers	1970 Census	Total population Population with low income # Overcrowded units
	Health Department	Incidence of contagious diseases Weight of children at birth Month prenatal care began Causes of death
Bicultural Programs	1970 Census	# Spanish surname # Black # Chinese, etc.
	Foreign language newspapers	Circulation in various areas
	Schools	# Students enrolled in English as a second language # Students by ethnic group
Senior Citizens Nutrition Program	1970 Census	# People 60 years and over # People 65+ years in poverty
	Police Department	Shoplifting of food by seniors
	DMV	# Persons over 65 years with driver's license
	Assessor's Office	Food store locations
Mental Health Outreach Program	1970 Census	# Families with 1 parent # Families with low income # Individuals with low income
	Health Department	Suicides Deaths from alcoholism Drug-related deaths

These examples are followed by a more detailed description of three particular program needs: child care centers, allocation of mental health funds and senior citizen nutrition programs.

The report then charts and explains the process of developing and using social indicators.

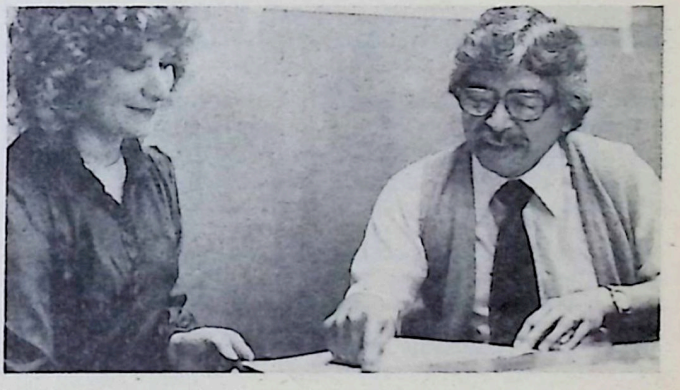
The 10 steps which should be followed are:

1. **Initiate the process.** There are two possible sources for initiation: the decision-maker or the planners in the jurisdiction. Both may recognize the emergence of an important issue and wish to evaluate alternatives for dealing with it.
2. **State the problem.** Defining the extent of the problem is largely the responsibility of the person who is going to use the social indicators. The problem statement is needed by the technician who will develop an appropriate framework for the study.

   There are statistical techniques available for choosing the most effective policies, but these are generally not applicable to social indicator problems because it is quite difficult to state in precise, quantifiable terms the objectives or political constraints of a social program.
3. **Develop a framework for the analysis and determine data needs.** The technician must now rephrase the problem in terms that can be quantified. This may include: the interrelationships of involved persons, groups, events, and situations; input measurements (e.g., dollars spent on a program) and output measurements (number of clients successfully served); and a measurable proxy if data is not available for a particular indicator.
4. **Verify the technician's interpretation of the problem.** In this essential step, the person who will use the social indicator must review the framework developed by the analyst to ensure that the study coincides with his or her perception of the scope and interrelationships of the problem.
5. **Collect the data.** This is usually the most time-consuming phase of the project. Data collection may include sample surveys; data bases compiled by other agencies; published information; and a computerized data base already developed elsewhere.
6. **Interpret the indicators.** The technician now puts the data into appropriate social indicator form and prepares an interpretation of the numbers. This also includes various statistical tests.
7. **Summarize and present the results.** A report is prepared which explains the data and their relationship to the problem being studied. Visual displays, such as maps, graphs and charts, can be used to present the results. Technical reports may also be prepared to document the analysis, data and techniques.
8. **Use summary to evaluate policy alternatives.** Since social indicator analysis only provides a basis for an informed decision, but does not make the decision, the user must bring together the variety of informational sources, including the social indicator analysis, to evaluate alternative policies. Political, environmental and economic constraints are important factors at this step.
9. **Make policy decision.** At this stage, the decision-maker reviews the recommendations of his or her staff and makes the final policy selection.
10. **Evaluate the social indicators.** All three parties in the process — the decision-maker, the social indicator user and the technician — will, in this step, review the social indicators, the cost of the project and the usefulness of the information in order to determine whether and how improvements can be made. If the problem requires continued monitoring, a program to provide updated information can be established. If time requirements prevented acquisition of selected useful information, steps may be taken to ensure that the information is available in the future.

Following this process description, the document concludes with a prediction of the future of social indication and a brief bibliography on the subject.

Work Study Program Gets "A" From Students, City Halls



No classrooms, blackboards or exams — but students are learning plenty in Southland city halls, where they are participating in the Work Study Assistance Program sponsored by SCAG.

Now in its sixth year, the program helps provide staffing for local governments while employing low-income and minority graduate students. Funding for the student internships is provided by the U.S. Department of Housing and Urban Development.

Approximately 13 student participants are chosen yearly from the public administration and planning disciplines, with the hope that they will return to related positions in their own communities, according to Long Beach Vice Mayor James Wilson, past SCAG president.

He said that while cutbacks in city budgets have highlighted the value of student interns to local governments, feedback has always been positive from program participants.

"Students have welcomed the opportunity to develop and grow as professionals," Wilson pointed out. "And local governments genuinely appreciate the assistance of these energetic and capable young people."

He added that the University of California at Los Angeles, the University of Southern California and the California State University at Long Beach participate in the program.

People

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General Assembly Described

If the SCAG Executive Committee can be compared to a private corporation's board of directors, then the overall functions of the SCAG General Assembly might be similar, in many respects, to a corporation's stockholders.

As the full governing body of SCAG, the General Assembly meets twice a year to establish policies which the Executive Committee is charged with carrying out.

The General Assembly's membership is composed of one voting delegate and alternate from each city and county in the SCAG region. The exceptions are Los Angeles County which, because of its size, has two voting delegates and alternates, and the city of Los Angeles, with three voting delegates and alternates.

Much of the General Assembly's decision-making (and that of the Executive Committee) is based on recommendations by SCAG's four policy advisory committees. They are the Transportation and Utilities, Community and Economic Development, Environmental Quality and Resource Conservation, and Human Services committees.

Composed of local elected officials, the four committees meet periodically to formulate policy suggestions. They are assisted by specialized committees and technical subcommittees.

The General Assembly meetings, held during the spring and fall of each year, include a full program of current regional issues and a business session where members' resolutions are acted upon.

Each Spring General Assembly also brings the installation of new SCAG officers for the coming year.

In addition, the General Assembly reviews and adopts the annual budget and assessment schedule submitted by the Executive Committee. Another important role of this governing body is to determine whether proposed SCAG studies should be conducted.

"We all realize that the air can't be cleaned up by our city alone and that problems related to such issues as transportation can be solved only if we work together with other cities and counties. Participating in SCAG helps us monitor regional decisions and relate them to our community.

My 13-year-old son sometimes asks me, "What do you actually accomplish at SCAG? The air is still bad." One has to settle for longer-term rewards. I do feel good about the direction we're headed in. Our data gathering is more sophisticated than ever, and we now have the opportunity to bring more things together so that planning will be complementary instead of fragmented.

I find it personally rewarding to work on some of the issues I care most about. Sometimes I am forced to reevaluate my own ideas and in the process I become able to do a better job, both in SCAG and back here on my own city council."

Eleanor Cohen
Claremont Vice Mayor
Chairwoman, SCAG Environmental Quality and Resource Conservation Committee, 1978-80

The Executive Committee: Decision-Makers for the Region

Question: What has 20 members, meets the first Thursday of every month, and makes decisions affecting the lives of over 10.5 million persons?

Answer: The SCAG Executive Committee, which determines the specific actions needed to carry out the policies of the Association's General Assembly.

In many respects, the composition of the Executive Committee resembles that of the U.S. Congress. Both are balanced in their representation to reflect population size and jurisdictional boundaries.

Of the 20 members, there is one delegate to represent each of the six counties in the SCAG region. There is also one delegate from a city in each of the six counties, plus three at-large representatives.

In addition, because they have populations of over 250,000 persons, the City of Los Angeles has three permanent seats and Long Beach has one. The immediate past SCAG president is an ex-officio member, and SCAG's executive director serves as the committee's secretary-treasurer but has no vote.

Each of the delegates also has one alternate who serves in that delegate's absence.

And much like Congressional offices, the terms of these delegates rotate. With the exception of at-large representatives who are elected annually, all other Executive Committee members serve for two years. Terms of the county representatives from Los Angeles, Ventura and Imperial counties, and the city representatives for Orange, Riverside and San Bernardino expire in odd numbered years. Terms of the county officials from Orange, Riverside and San Bernardino, and city representatives from Los Angeles, Ventura and Imperial counties expire on even numbered years.

The office of president traditionally alternates between county and city officials. When the president is a county representative, the first vice president is either a mayor or city councilmember, and the second vice president is a county representative, and vice versa.

The president, first vice president and second vice president are elected for one-year terms by the Executive Committee at each Spring General Assembly.

When a vacancy occurs in one of these offices, the Executive Committee appoints a successor from its members to serve for the balance of the unexpired term.

The president's primary function is to chair all Executive Committee meetings, as well as the General Assembly.

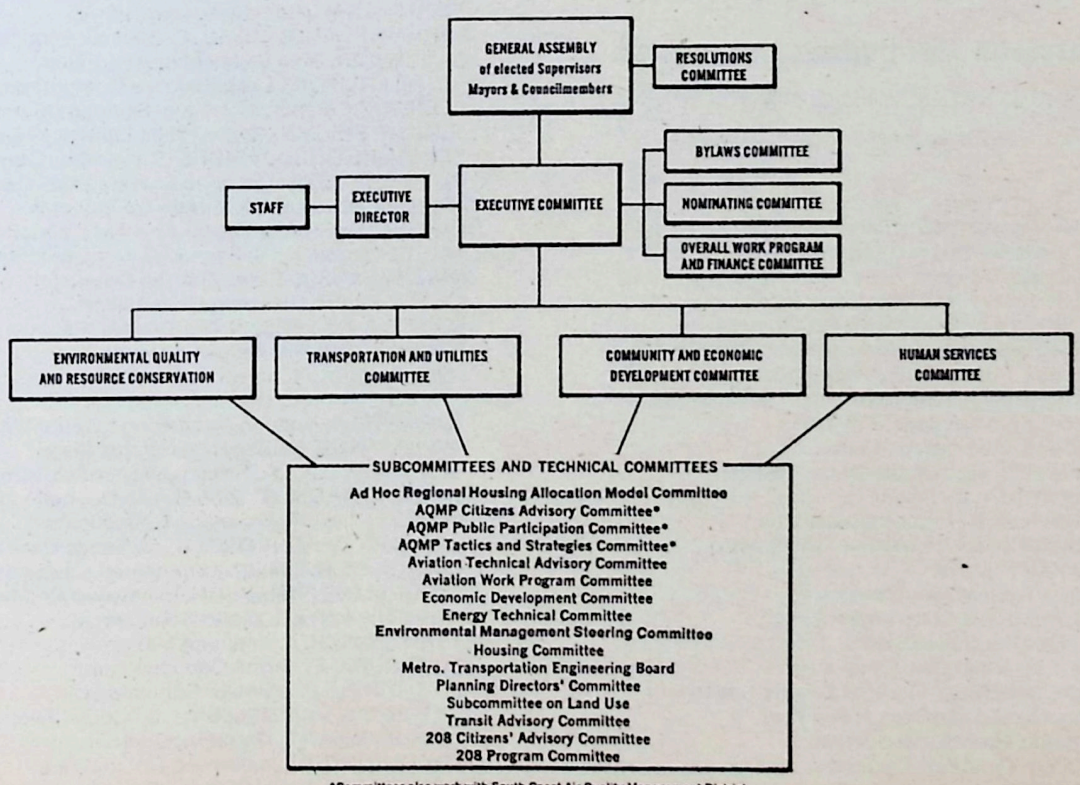
For the detailed study of a specific issue, the president may appoint a subcommittee of Executive Committee members to study the matter and make recommendations.

Also within the overall committee structure are several standing committees. The Work Program and Budget Committee generally meets twice a year to review the work program and budget, and staff salary and fringe benefits.

The Bylaws Committee meets on an ad hoc basis to review proposed changes to the association's bylaws.

The Nominating Committee meets each spring, just prior to the General Assembly, to make recommendations on the selection of new officers and at-large cities for the coming year.

SCAG's Committee Structure



*Committees also work with South Coast Air Quality Management District

Transportation and Utilities Committee

CHAIRMAN: DR. WILLIAM CARPENTER, Simi Valley Councilman

VICE CHAIRMAN: ROBERT FARRELL, Los Angeles Councilman

ARTHUR ARMENTA, Calexico Councilman
ALVALEE ARNOLD, South Pasadena Councilwoman
DAVID BRANDT, Santa Ana Councilman
HOMER BRIGGS, Ontario Councilman
AB BROWN, Riverside Mayor
JOHN BYORK, Lynwood Councilman
CONNIE CISNEROS, Colton Councilwoman
KENNETH CLARK, San Dimas Councilman
RALPH CLARK, Orange County Supervisor
BYRON COOK, Burbank Mayor
LYNDA COOK, Palmdale Mayor
ELEANOR CROUCH, Santa Paula Mayor
G. C. "DEE" DeBAUN, Lakewood Vice Mayor
JEAN DeBLASIS, Victorville Councilwoman
ELMER DIGNEO, Loma Linda Mayor Pro Tem
ED DONDELINGER, Adelanto Councilman
COLBERT EYRAUD, Desert Hot Springs Councilman
GEORGE GIBSON, Upland Mayor
KENNETH HAHN, Los Angeles County Supervisor
AL HOLLINDEN ,Fountain Valley Councilman
ANDREW ISAACS, Inglewood Councilman
FLOYD JAMES, Compton Councilman
BARNEY KELLER, Barstow Mayor
WILLIAM LOEHR, Pico Rivera Councilman
HARRY MILLER, Stanton Mayor
EUGENE MOSES, Azusa Councilman
DELTA MURPHY, Whittier Councilwoman
STEVE NATHAN, Norco Councilman
DONALD D. PELLEGRINO, Arcadia Councilman
JAY PRICE, Bell Councilman
PETE SCHABARUM, Los Angeles County Supervisor
PHILIP SCHLOSSER, Rancho Cucamonga Councilman
DONALD SCHROEDER, Riverside County Supervisor
MARY SMALLWOOD, Costa Mesa Mayor Pro Tem
GORDANA SWANSON, Rolling Hills Councilwoman
ROBERT TOWNSEND, San Bernardino County Supervisor
BAXTER WARD, Los Angeles County Supervisor
TUNNEY WILLIAMS, Imperial County Supervisor

Human Services Committee

CHAIRMAN: HAROLD HAYES, Montclair Mayor

VICE CHAIRMAN: HARRY YAMAMOTO, Santa Ana Councilman

GARY ADAMS, Sierra Madre Mayor Pro Tem
FRED BARRERA, Orange Councilman
JIM BELLOMY, Barstow Councilman
AB BROWN, Riverside Mayor
GLADYS BUTTS, Victorville Councilwoman
MURRAY "HAPPY" CLUFF, El Monte Councilman
LOUIS ESCONTRIAS, Santa Fe Springs Mayor Pro Tem
VIRGINIA FARMER, Placentia Councilwoman
MASANI FUKAI, Gardena Mayor Pro Tem
BETH GRAHAM, La Habra Mayor Pro Tem
MICHAEL GUERRA, Commerce Mayor
CATHERINE HENSEL, Montebello Councilwoman
RAY JOHNSON, Bell Councilman
HAROLD JONES, Rancho Mirage Councilman
RUSSELL LACKNER, San Bernardino Councilman
KEN NISHINO, Hemet Mayor
JOY PICUS, Los Angeles Councilwoman
EUNICE SATO, Long Beach Councilwoman
JACK SAELID, Arcadia Councilman
ANTONIO SOZA, Palmdale Vice Mayor
HERMAN "RED" SPERBER, Imperial County Supervisor
HOWIE TORN, Lake Elsinore Mayor Pro Tem
NAT TRIVES, Santa Monica Councilman
SHARON WALKER, Calipatria Councilwoman
JEANNE WIESSEMAN, Loma Linda Councilwoman

Environmental Quality and Resource Conservation Committee

CHAIRWOMAN: ELEANOR COHEN, Claremont Vice Mayor

VICE CHAIRWOMAN: SALLY BELLERUE, Laguna Beach Councilwoman

BILL ALBERTY, Inglewood Councilman
CHARLES ARONBERG, Beverly Hills Vice Mayor
JAMES BEAM, Orange Mayor Pro Tem
BLENDON BEARDSLEY, Barstow Councilman
ROBERT BOWERS, Riverside Councilman
FAYE MYERS DASTRUP, Ontario Councilwoman
ANNE DUNIHUE, Fontana Councilwoman
MARY ANN GAIDO, Irvine Councilwoman
GARTH GARDNER, Pico Rivera Mayor
KATY GEISSERT, Torrance Councilwoman
NAP HARRIS, Lake Elsinore Mayor
DR. THOMAS HEINSHEIMER, Rolling Hills Councilman
LIONEL HUDSON, San Bernardino Councilman
ARDYCE KOOBS, Loma Linda Councilwoman
THOMAS LAUBACHER, Ventura County Supervisor
FRANK McDEVITT, Ojai Mayor Pro Tem
BEN NIELSEN, Fountain Valley Councilman
CLAYTON RECORD, Riverside County Supervisor
CHRISTINE REED, Santa Monica Councilwoman
THOMAS RILEY, Orange County Supervisor
ELAINE RUDOLPH Sierra Madre Councilwoman
JOSEPH TILEM, Beverly Hills Mayor
ANTHONY VAN DYKE, La Palma Councilman
LOUIS VELASQUEZ, Fullerton Mayor Pro Tem
LARRY WALKER, Chino Councilman
ROBERT WILKINSON, Los Angeles Councilman
RAY WILLIAMS, Newport Beach Councilman
ZEV YAROSLAVSKY, Los Angeles Councilman

Community and Economic Development Committee

CHAIRMAN: GEORGE WESTPHALN, Monterey Park Mayor

VICE CHAIRMAN: LANCE WIDMAN, Hermosa Beach Councilman

EDMUND ALEKS, San Dimas Councilman
FRED AGUIAR, Chino Councilman
FERNANDO ARGUELLES, Calexico Councilman
BILL BAKER, Simi Valley Mayor Pro Tem
ALLEN BALDWIN, Lake Elsinore Councilman
ELIZABETH BEADLING, Palm Springs Councilwoman
JEROME BELSKY, Rolling Hills Estates Mayor Pro Tem
DR. JAMES BOULGARIDES, Culver City Councilman
GUNTHER BUERK, Rancho Palos Verdes Councilman
WAYNE CRISHAM, La Mirada Councilman
DAVID CUNNINGHAM, Los Angeles Councilman
WALTER DONOVAN, Garden Grove Councilman
MIKE FALABRINO, San Gabriel Councilman
MAXCY FILER, Compton Councilman
LORETTA THOMPSON GLICKMAN, Pasadena Director
FRANK HERRERA, Calexico Councilman
JOHN HOBBS, San Bernardino Councilman
JAMES JARRELL, Buena Park Mayor
JON MIKELS, Rancho Cucamonga Councilman
NELL MIRELS, Rolling Hills Estates Mayor
RICHARD PADILLA, Barstow Mayor Pro Tem
JAMES PATRONITE, Pico Rivera Councilman
ERNEST PINTOR, Riverside Councilman
BARBARA CRAM RIORDAN, Redlands Councilwoman
LAWRENCE ROMAGNINO, Stanton Councilman
JACQUELINE RYNERSON, Lakewood Councilwoman
MARVIN SAWYER, Rialto Councilman
JOHN SEYMOUR, Anaheim Mayor
SUE TSUDA, Fullerton Councilwoman
ED TUTTLE, Long Beach Councilman
KATHERINE VAN DELLEN, Ojai Councilwoman
JAMES VINCENT, Glendora Councilman
LEE WEINSTEIN, Inglewood Councilman
JACK WHITE, Baldwin Park Mayor Pro Tem
KATHY WRIGHT, Simi Valley Councilwoman
NORTON YOUNGLOVE, Riverside County Supervisor

Environmental Quality and Resource Conservation Committee

CHAIRWOMAN: ELEANOR COHEN, Claremont Vice Mayor
VICE CHAIRWOMAN: SALLY BELLERUE, Laguna Beach Councilwoman

CHARLES ARONBERG, Beverly Hills Mayor
FAYE MYERS DASTRUP, Ontario Councilwoman
ANNE DUNIHUE, Fontana Mayor Pro Tem
MARY ANN GAIDO, Irvine Councilwoman
HUGH GRANT, Grand Terrace Councilman
NAP HARRIS, Lake Elsinore Mayor
LIONEL HUDSON, San Bernardino Councilman
ARDYCE KOOBS, Loma Linda Mayor Pro Tem
THOMAS LAUBACHER, Ventura County Supervisor
FRANK McDEVITT, Ojai Mayor Pro Tem
ROBERT RANDLE, Signal Hill Councilman
CHRISTINE REED, Santa Monica Mayor Pro Tem
THOMAS RILEY, Orange County Supervisor
JOHN SQUIBB, Needles Councilman
ROBERT TOWNSEND, San Bernardino County Supervisor
LOUIS VELASQUEZ, Fullerton Mayor
LARRY WALKER, Chino Councilman
CRAIG WALTERS, La Verne Councilman
MARC WILDER, Long Beach Councilman
RAY WILLIAMS, Newport Beach Mayor Pro Tem
ZEV YAROSLAVSKY, Los Angeles Councilman

Transportation and Utilities Committee

CHAIRMAN: ROBERT FARRELL, Los Angeles Councilman
VICE CHAIRWOMAN: ELEANOR CROUCH, Santa Paula Councilwoman

JACK ALLEN, Grand Terrace Councilman
ALVALEE ARNOLD, South Pasadena Councilwoman
WILLIAM BOGAARD, Pasadena Director
ALEX BEANUM, Cerritos Councilman
HOMER BRIGGS, Ontario Mayor Pro Tem
AB BROWN, Riverside Mayor
JOHN BYORK, Lynwood Councilman
RALPH CLARK, Orange County Supervisor
LYNDA COOK, Palmdale Mayor
G. C. DeBAUN, Lakewood Councilman
E. J. DIGNEO, Loma Linda Mayor
DAVID EATON, Ventura County Supervisor
COLBERT EYRAUD, Desert Hot Springs Councilman
JEAN GOOD, La Habra Heights Mayor
FRED GUIDO, Cudahy Councilman
KENNETH HAHN, Los Angeles County Supervisor
DAVID HAYWARD, Redondo Beach Mayor
GEORGE HIGGINS, Lynwood Councilman
AL HOLLINDEN, Fountain Valley Councilman
ANDREW ISAACS, Inglewood Councilman
BERNARD KELLER, Barstow Mayor
HELEN KENNEDY, San Gabriel Councilwoman
ED KRAUSE, La Canada-Flintridge Mayor Pro Tem
DELTA MURPHY, Whittier Mayor
KEN NISHINO, Hemet Mayor
ERNEST PINTOR, Riverside Councilman
JAY PRICE, Bell Councilman
PETE SCHABARUM, Los Angeles County Supervisor
DONALD SCHROEDER, Riverside County Supervisor
GARDANA SWANSON, Rolling Hills Mayor
STUART WAHRENBROCK, Claremont Councilman

Community and Economic Development Committee

CHAIRMAN: GEORGE WESTPHALN, Monterey Park Mayor
CO-VICE CHAIRWOMAN: LORETTA GLICKMAN, Pasadena Director
CO-VICE CHAIRMAN: ERNEST PINTOR, Riverside Councilman

FRED AGUIAR, Chino Councilman
EDMUND ALEKS, San Dimas Councilman
BILL BAKER, Simi Valley Councilman
ALLEN BALDWIN, Lake Elsinore Councilman
JAMES BOULGARIDES, Culver City Mayor Pro Tem
DAVE CUNNINGHAM, Los Angeles Councilman
IRIS DE ZARN, EL Centro Councilwoman
JAMES DOUGHERTY, Ventura County Supervisor
ED EDELMAN, Los Angeles County Supervisor
MARVIN ERSHER, San Dimas Mayor
MIKE FALABRINO, San Gabriel Councilman
MAXCY FILER, Compton Councilman
RUTH GOLDWAY, Santa Monica Councilwoman
JEAN GOOD, La Habra Heights Mayor
HUGH GRANT, Grand Terrace Councilman
BARBARA HEIN, Rancho Palos Verdes Mayor Pro Tem
JAMES JARRELL, Buena Park Councilman
W. E. GENE KING, Redondo Beach Councilman
CLARENCE KNECHTEL, Bell Councilman
JON MIKELS, Rancho Cucamonga Councilman
NELL MIRELS, Rolling Hills Estates Councilwoman
JAMES PATRONITE, Pico Rivera Mayor
BARBARA RIORDAN, Redlands Councilwoman
JOHN ROBERTSON, JR., Cudahy Mayor
EARL OGET, La Habra Councilman
JACQUELINE YNERSON, Lakewood Vice Mayor
EUNICE SATO, Long Beach Councilwoman
TED SHAW, South Pasadena Mayor
ARTHUR SYNDER, Los Angeles Councilman
ROBERT TOWNSEND, San Bernardino County Supervisor
SUE TSUDA, Fullerton Mayor Pro Tem
LEE WEINSTEIN, Inglewood Mayor
JACK WHITE, Baldwin Park Mayor
LANCE WIDMAN, Hermosa Beach Councilman
HARRIETT WIEDER, Orange County Supervisor
NORTON YOUNGLOVE, Riverside County Supervisor

Human Services Committee

CHAIRMAN: HARRY YAMAMOTO, Santa Ana Councilman
VICE CHAIRMAN: RAY JOHNSON, Bell Mayor

GARY ADAMS, Sierra Madre Mayor
JIM BELLOMY, Barstow Councilman
AB BROWN, Riverside Mayor
GLADYS BUTTS, Victorville Councilwoman
LOUIS CURIEL, Imperial County Supervisor
DOUGLAS ERWAY, Grand Terrace Councilman
LUIS ESCONTRIAS, Santa Fe Springs Councilman
VIRGINIA FARMER, Placentia Mayor Pro Tem
MASANI FUKAI, Gardena Mayor Pro Tem
BETH GRAHAM, La Harba Mayor
MICHAEL GUERRA, Commerce Councilman
EVELYN HART, Newport Beach Councilwoman
HAROLD JONES, Rancho Mirage Councilman
WILLIAM LOEHR, Pico Rivera Councilman
E. L. MORRIS, Lynwood Mayor
KEN NISHINO, Hemet Mayor
ARTHUR PAYAN, Montebello Councilman
ANTONIO SOZA, Palmdale Vice Mayor
HOWIE TORN, Lake Elsinore Mayor Pro Tem
GLENDA TUPPAN, La Habra Heights Councilwoman
SHARRON WALKER, Calipatria Councilwoman
JEANNE WISSEMAN, Loma Linda Councilwoman

General Assemblies Offer Chance to Reflect on Region's Goals, Needs

Effective regional problem-solving is contingent on widespread local participation. The importance of that crucial involvement was underscored by Los Angeles Mayor Tom Bradley when he opened the Spring 1979 SCAG General Assembly.

"Through SCAG, we have addressed those problems which transcend jurisdictional boundaries and which are beyond the capability of a single unit of government to solve," the mayor reminded delegates in his welcome address.

Mayor Bradley's remarks reflected the purpose of these semiannual meetings: to provide a forum for Southland mayors, councilmembers and county supervisors to discuss current and shared local concerns. More than 200 elected officials attended the one-day event, held in March at the Biltmore Hotel in Los Angeles.

Special guest speaker was Bill Press, director of the State Office of Planning and Research. His timely topic concerned a new fiscal formula, proposed by the Brown Administration, to ease local dependency on state dollars during the post-Proposition 13 era.

A second perspective of the Brown Administration's financing proposal was addressed in one of the General Assembly's three morning workshops, entitled "State Legislation: Changing Directions for Cities and Counties."

Riverside Supervisor Clayton Record, Jr., SCAG Executive Committee member, moderated the panel. He began the discussion by pointing to the need for greater cooperation among Southland cities and counties to push the Legislature for a satisfactory solution to Proposition 13-generated funding problems.

A housing panel, moderated by Pasadena Director Loretta Glickman, explored how the housing supply could be increased with the limited resources available to local governments.

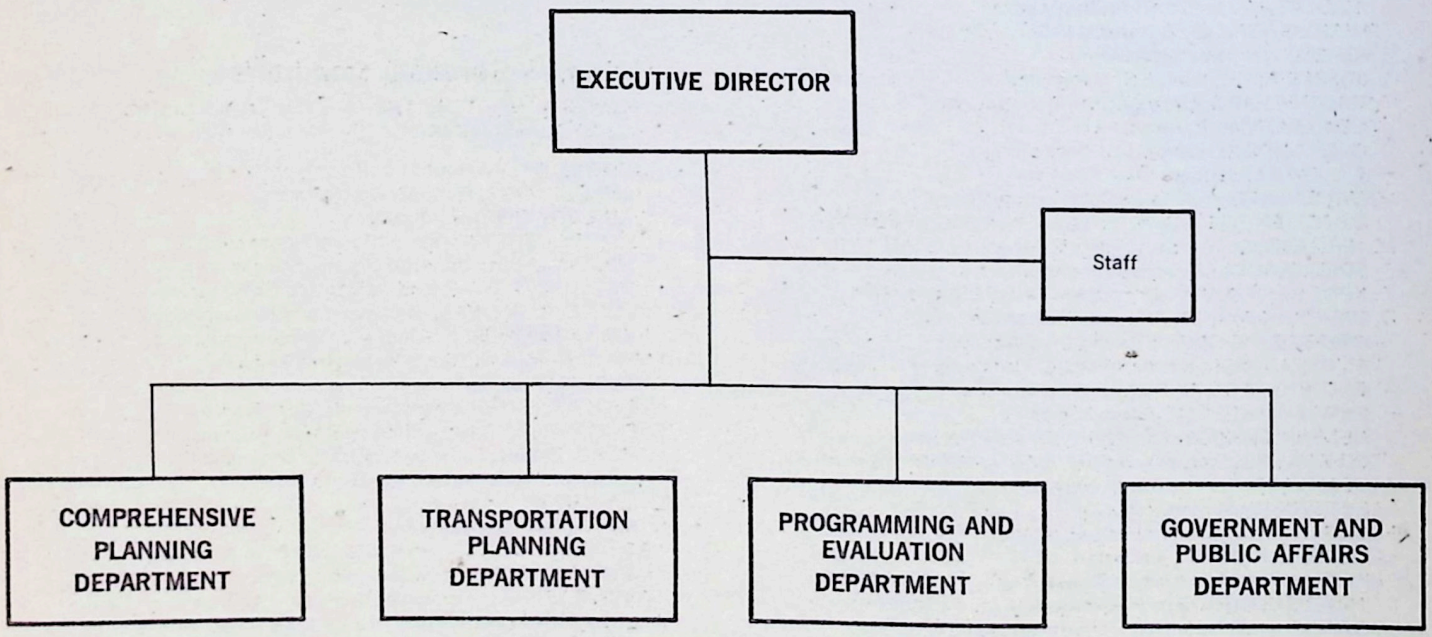
Members of the panel included Assemblyman Mike Roos (D-46th District) and representatives from the building industry, the financial sector and labor.

Meeting the region's increasing air travel demand was the topic of the General Assembly's third panel. Moderator was Yorba Linda Mayor Henry Wedaa, who chairs the SCAG Aviation Work Program Committee.

In the afternoon, the delegates met in a general session to exchange their views on local government's role in regional decision-making. The discussion was moderated by Ontario Mayor Bob Ellingwood, SCAG Executive Committee member.

In summarizing the session, he said the delegates' comments showed that many local officials would like to become more involved in regional activities, but are discouraged by limited time, lack of technical expertise and too much paperwork.

SCAG's Organizational Structure



The long-range significance of four major SCAG plans, then nearing their completion stages, dominated the discussions at the 1978 Fall SCAG General Assembly, held in October at the Queen Mary Hotel in Long Beach.

The four plans are the Regional Transportation Plan, the Air Quality Management Plan, the 208 Areawide Waste Treatment Management Plan and the SCAG-78 Growth Forecast Policy.

Most of the speakers and panel participants agreed that trade-offs involving the environment, potential growth and economic development were necessary if the Southland is to maintain its present quality of life.

The legal implications of the plans — with emphasis on developing realistic trade-off measures — was the topic of the General Assembly's luncheon panel.

A more detailed view of each of the plans was provided during the assembly's afternoon sessions.

Local officials who served as workshop moderators were Claremont Vice Mayor Eleanor Cohen; Mayor Pro Tem Jim Beam of Orange; and Culver City Councilman James Boulgarides. They had all been very involved in the development of the four plans.

Preparations for these semiannual meetings begin months in advance. The next General Assembly, scheduled for Oct. 3-4, 1979 at the Buena Park Hotel in Buena Park, will feature a workshop to help new delegates become better informed about SCAG's responsibilities and services to local cities and counties

Tentative groundwork is also already being laid for the coming Spring General Assembly, to take place on March 6, 1980 at Griswold's Conference Center in Claremont.

"We must sooner or later face up to the fact that the funding available for local budgets will be considerably reduced. That message is coming to us from both state and federal levels. It not only means that we will have less money, but it could also signify a loss of local control.

One of our main objectives, therefore, is to play the role of a watchdog, guarding local autonomy and making sure our decision-making power is not corroded in any way. While we are all willing, I'm sure, to continue balancing the budget and to control our spending, we are **not** willing to give up the right — as local officials — to decide the future of our communities."

James Wilson
Long Beach Vice Mayor
SCAG President, 1978-79

"Many crucial questions must still be addressed if a new airport for the Southland is to progress beyond the planning stages. For example, how will necessary revenues be raised? Who will be responsible for the airport's construction? Its operation? Or for implementing the other recommendations of our committee? What legislative and regulatory changes will be needed? And what will the total costs be, in terms of site preparation and actual operation?

The Aviation Committee is considering all of these aspects in its current study. The diverse range of individuals and agencies participating will help ensure that sound recommendations result, with a balancing of everyone's best interests.

We will be actively seeking input from informed, interested and involved members of the private and public sectors. Good planning is of little value unless it results in agreement and action.

Our region is depending more and more on air transportation, whether for business or recreational purposes. The decision and steps we take during the next few months will determine how well—and how many of us—get off the ground tomorrow."

Henry Wedaa
Yorba Linda Mayor
SCAG First Vice President, 1979-80

Who's Who at SCAG

At the SCAG General Assembly each spring, a special item of business highlights the proceedings — the installation of new officers for the organization.

On March 1, 1979, the General Assembly held at the Los Angeles Biltmore Hotel marked the completion of James Wilson's one-year term as SCAG president.

The Long Beach vice mayor has been a member of the SCAG Executive Committee since 1970 and played an active role in many of the organization's planning and coordinating efforts. One of the accomplishments during his presidency was the coordinated completion and adoption of four major regionwide plans.

A long-time Long Beach resident, Wilson was first elected councilman of the city's 6th district in a special election in April 1970. In 1975, he was elected vice mayor of the city.

Wilson also was elected president of the National Association of Regional Councils (NARC) in May 1979, after serving as first vice president of that organization the previous year. NARC represents nearly 700 councils of government across the nation, including SCAG. It serves as an information center on regional affairs and analyzes the impact of federal and state programs.

In addition to his involvement in regional planning at both the national and local levels, Wilson has been active in many other organizations. They include the United Way, the California Council on Criminal Justice, the NAACP, Optimists of Long Beach, and the Long Beach Community Welfare Council.

Supervisor Edwin Jones
President

Succeeding Wilson as SCAG president at the March 1979 General Assembly was Orange County Supervisor Ralph Diedrich.

Diedrich became a member of the Orange County Board of Supervisors in 1973 and served as board chairman during 1975 and 1976. He had been a member of the SCAG Executive Committee since 1973 and was first vice president of SCAG during Wilson's presidency.

Diedrich was active in numerous local commissions and agencies. He served on the Orange County Transportation Commission, Santa Ana Flood Protection Agency, Newport-Irvine Waste Management Agency and the County Supervisors Association of California.

The Executive Committee elected Supervisor Edwin Jones as top official of the association to serve the remaining term of Supervisor Diedrich, who resigned in July.

Now serving in his fifth year as Ventura County supervisor, Jones was SCAG second vice president prior to his election. He has been a member of the SCAG Executive Committee for five years.

The official serves on several boards and commissions, including the Ventura County Regional Sanitation District, Ventura County Air Pollution Control District and the Santa Monica Mountains Comprehensive Planning Commission.

Mayor Henry Wedaa
First Vice President

Mayor Henry Wedaa of Yorba Linda was elected SCAG first vice president in March 1979 and served as acting SCAG president prior to Jones' election. He has been a member of the Executive Committee since 1973 and is currently serving his third term on the Yorba Linda City Council.

In addition to serving as one of SCAG's top officers, Wedaa is chairman of SCAG's Aviation Work Program Committee. That group's activities focus on meeting the Southland's growing air travel needs. Wedaa has also been active with the League of California Cities, among other groups.

Supervisor Clayton Record, Jr., of Riverside County was elected SCAG second vice president in August 1979. He has been a member of the Executive Committee since he began his first supervisorial term in 1973. Record currently serves as president of the County Supervisors Association of California and was appointed to the A. Alan Post Commission on Government Reform by Governor Jerry Brown.

Public Involvement

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The Many Faces of CRO

What's in a name?

In the case of the SCAG Community Relations Office, not enough. This office, part of Administrative Services, performs a wide range of duties under the general heading of Community Relations. In fact, a more apt description might be the Community — General Public — Special Interest Groups — News Media — Public Agencies — Elected Officials — Relations Office.

Information disseminated to these groups can take many different forms. It might be a press release issued to the region's newspapers; a special interest article tailored to one particular magazine or journal; a brochure or pamphlet, such as "Your Guide To SCAG"; the organization's own quarterly newsletter "Forum"; or the annual report.

Sometimes slide shows and films, which are especially valuable in explaining technical concepts, are produced by SCAG with Community Relations' assistance.

While a great deal of information is distributed directly by SCAG, the media play a crucial role in publicizing regional plans, issues and goals.

Community Relations assists the news media in several ways. All general press inquiries are routed through this office. Community Relations also issues press advisories, inviting local newspaper, radio and TV reporters to upcoming SCAG events of general public interest. Examples of such newsworthy events are the monthly Executive Committee meetings, the semi-annual General Assemblies, public workshops and hearings, and major press conferences.

Press conferences and briefings are held when they are warranted by significant news developments. Community Relations helps arrange for a location and necessary facilities, an agenda and any materials needed to background the issues and plans involved. Press advisories are sent out, press kits prepared and speeches written. A few recent examples were the kick-off of the Come Together ridesharing program and completion of the draft Air Quality Management Plan.

The major goal of all these activities is to stimulate public interest and involvement in regional planning.

Public participation involves a wide range of publics: citizen advisory committees, governmental agencies, special districts, local planning commissions, environmentalists, political groups, business and industry, professional associations and academic groups, as well as the individual citizen.

To encourage their participation, a great deal of foresight, sensitivity and a memory for details are needed. Public notices, announcing upcoming workshops and hearings, have to be prepared according to specific legal requirements.

Copies of draft plans and other informative literature must be made available. And for the public hearings, requests to testify must be compiled and arrangements made to have all the testimony recorded.

SCAG's Community Relations also participates in arranging the General Assemblies, as well as various community forums and civic meetings involving regional concerns.

In addition, requests for speeches on areawide planning activities from organizations such as schools, service clubs and business groups are filled via this office.

And many individual college and university students — tomorrow's business and civic leaders — call upon SCAG Community Relations for academic help.

Public Participation Guide

In order to reach the widest range of publics, a public participation program should include three major elements: the dissemination of relevant information; opportunities for public involvement; and mechanisms to incorporate public responses into the planning process.

The *SCAG Public Participation Guide* offers suggestions on how to design and carry out such a program successfully.

A variety of public participation principles and techniques are discussed, along with a check-list and time schedules for public input. Samples of news releases, public service announcements and press advisories are also included. For further reading on the topic, the guide provides an extensive bibliography.

How to Deliver Public Testimony

One morning, while casually thumbing through the morning newspaper, the eyes of J. Q. Citizen were caught by a small ad with an intriguing headline. "Help Make This Region A Better Place To Live," it read. An invitation to testify at a public hearing followed. One of the locations listed was a nearby community meeting hall.

J. Q. paused to ponder. "Certainly I'm concerned about smog, traffic and urban sprawl," he remarked to himself, nodding. "But to get in front of all these people and voice my opinion. I don't know . . ."

What J. Q. failed to realize is that you don't have to be a former lobbyist or graduate of Toastmasters speech training to make your voice heard effectively at a public hearing. What is important is that you do become involved.

What to expect

SCAG public hearings are presided over by a hearing board, consisting mostly of local elected officials. It's their duty to receive all public testimony offered, either orally or in writing, for inclusion in the official transcript.

Usually one member of the hearing board is designated as the officer to preside over the hearing, and he or she calls the persons wishing to testify. Nearby, usually a court stenographer busily records all oral statements made during the course of the hearing.

To help prepare

The most effective testimony is that based on a thorough grasp of the plan(s) and issue(s) involved. Copies of the draft plans under review can be obtained from SCAG.

Of course, one of the best ways to become informed is by attending a public workshop. These sessions generally precede the public hearings by several weeks. Informal presentations, given by planning technicians, are often accompanied by explanatory slides, films and graphs. In addition, unlike the public hearings, you can ask questions or raise any concerns about the subject under study.

Then, several days or weeks before the hearing, you might notify SCAG of your wish to testify. Because testimony is generally accepted on first come, first served basis, this can save waiting time on the day of the hearing.

Or, if you make a last-minute decision to testify. you can sign up when you arrive.

Some additional tips

When your name is called by the hearing board officer, approach the podium and speak directly into the microphone. Begin by identifying yourself. If you're part of a group, identify the organization you represent and its address.

If several members of your group wish to speak, try to coordinate your statements to avoid duplication.

Be brief, but clear. It's easier for hearing board officers to remember a few important points. Sometimes, to accommodate large numbers of people wishing to give public testimony, time limits have to be set.

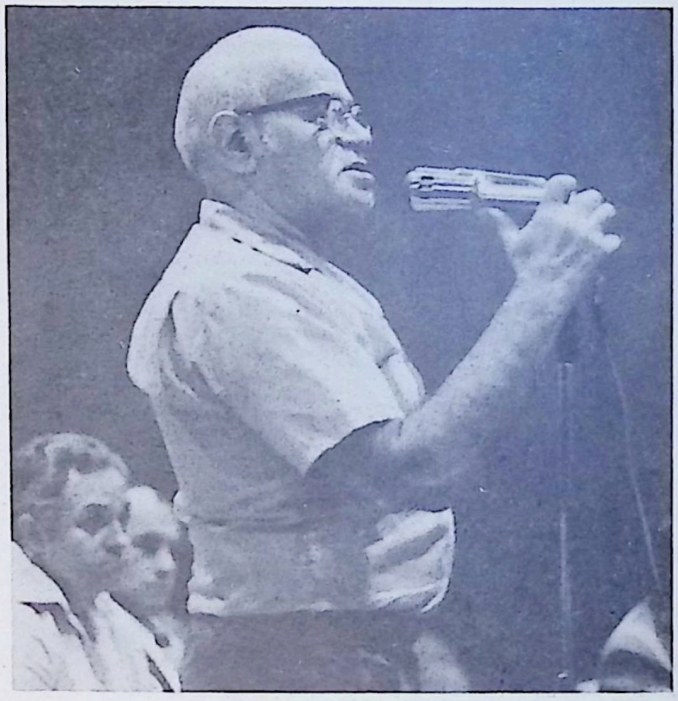
If you have a prepared statement, distributing extra copies to hearing board members, the court transcriber and any members of the press present will be helpful.

What happens afterwards

Your views do make a difference!

Transcripts of the public hearing are forwarded to SCAG planning program staff. They match the comments made to the appropriate portions of the plan under review. Then, at the request of SCAG's Executive Committee, the planners make recommendations as to whether or not they believe a change is needed.

At the same time, the hearing board officers receive the same transcripts for certification. Sometimes they include their own comments or recommendations concerning the testimony received.



Next, copies of the hearing transcripts, any comments made by the hearing board, and the staff recommendations are all forwarded to the designated SCAG policy committee. This group of elected officials reviews the testimony and comments before making a final recommendation to the Executive Committee. They are often assisted by special or technical subcommittees.

As SCAG's overall governing body, the Executive Committee is made up of city councilmembers, mayors and county supervisors from throughout the SCAG region. They carefully consider the policy committee's recommendations, often engaging in indepth debate. They then decide on any appropriate changes to the draft plan before voting to adopt it.

Public input is essential in helping the Executive Committee decide what's best for their local constituency, as well as for the overall region.

Thus, the more participation, the more opinions expressed, the more likely the plan will reflect the consensus of the people who will be affected.

The Public Comments on Four Draft Plans

Citizen participation in the regional planning realm gained momentum and impact during the past few years, as four major areawide plans were being developed in the Southland. Three of these plans — the 208 Areawide Waste Treatment Management Plan, the SCAG-78 Growth Forecast Policy and amendments to the Regional Transportation Plan — were prepared by SCAG. The Air Quality Management Plan was produced in conjunction with the South Coast Air Quality Management District.

Involving the public is probably the best way to close the credibility gap between government and the people it serves, according to Long Beach Vice Mayor James Wilson, who served as president while the plans were in progress.

"Although efforts to inform the public, including press releases and radio interviews, are an important part of our public participation program," Wilson noted, "it is also vital that we get public response on specific plans and proposals."

One way to obtain this information is through public workshops and hearings, such as those held last year on the four draft plans and their environmental impact reports.

The official recalled that the public overwhelmingly endorsed the goal of cleaner air during the workshops and public hearings, but presented widely differing views on the best ways to achieve it. Equally diverse opinions on how to improve Southern California's water quality, improve its transportation system and manage the size of its growth were offered to the hearing boards, composed primarily of local elected officials.

Private citizens, local government and public agency officials, and representatives of special interest groups testified at the hearings, which were held in the region's six counties.

Among the organizations represented were the League of Women Voters, the California Council for Environmental and Economic Balance, the Lung Association, Chambers of Commerce, Legal Aid Society, Sierra Club, Audobon Society and Clean Air Now.

Many of the groups commended SCAG for its work, but expressed concern over specific portions of the plans.

Attendance was greatest at the hearings on the air quality plan. Most of the testimony centered on the draft plan's list of proposed tactics to stem pollution related to transportation, industry and energy use.

One such tactic, requiring that all new off-road, two-stroke motorcycles meet hydrocarbon exhaust emission standards, brought out numerous motorcycle enthusiasts, dealers and manufacturers. They spoke against adoption of the tactic and argued that engine modifications needed would reduce performance.

"The information which was provided by these groups later convinced us to delete the tactic," Wilson pointed out.

While some persons felt that the draft plan went too far, others testified it didn't go far enough. A representative of the Orange County Lung Association was one of several urging the addition of strict land use measures to regulate population and industrial growth as a means of reducing pollution.

The problem of developing a plan with broad popular support was illustrated repeatedly throughout the hearings, as citizen views often conflicted.

One woman, a Yucaipa resident, said, "I object in general to the air quality plan, its social aspects. It's inflationary, hard on people who are poor or on fixed incomes."

But another speaker, from Riverside, after detailing her negative experiences while living near an industrial plant, expressed willingness to "accept a lower standard of living for our number one priority: clean air."

Preparation of the water quality plan was the focus of great interest by Malibu area property owners.

"Their concern over two proposed actions pertaining to local septic tanks and sewage treatment plants resulted in appropriate plan revisions," Wilson pointed out.

The plan was praised by a private business representative as "comprehensive, professional and comprehensible." But, like several other speakers, he expressed worries about possible shortcomings in the draft plan.

Many of the comments on the SCAG-78 Growth Forecast Policy centered on specific numerical forecasts for future levels of population, housing, employment and land use.

A resident of El Centro expressed concern that recent growth trends indicated the SCAG population forecast for this Imperial County city should be revised upward. But a member of the Sierra Club felt the overall SCAG-78 population increases were too large and questioned the costs of such growth in terms of transportation, water, power and other needed utilities and services.

A key amendment to the Regional Transportation Plan was also reviewed by the public. The plan itself had been adopted earlier in October 1978.

Top priority on building a rail system for Los Angeles was urged by one environmentalist. But he labeled the proposed Downtown People Mover for central Los Angeles "a white elephant of enormous proportions."

In a written statement, the League of Women Voters urged more emphasis on upgrading existing public transit systems. More dollars should be allotted for transit operating subsidies, fares shoud be low, services expanded and better rider information provided, according to the League.

Wilson commented that the support voiced by the League helped retain the plan's tactic proposing the annual inspection and maintenance of all light-duty vehicles.

He said that following the hearings, comments presented by the public were matched by SCAG staff to appropriate portions of the plans. Hearing board members and policy committees received copies of the testimony transcripts and recommended appropriate changes to the plans.

"As SCAG's overall governing body, the Executive Committee decided on the proposed changes before finally voting to adopt the plans," Wilson concluded.

Helping the Public to Get Involved

The following list of state and federal officials, mostly representing the Southern California area, was excerpted from *A Guide to Civic Responsibility*, a booklet designed to assist individuals and organizations to reach elected and appointed officials.

Updated regularly, the guide also includes information on Los Angeles city and county officials. Copies are available for a small fee from:

Community Relations Conference of Southern California
4034 Buckingham Road, Ste. 212
Los Angeles, Ca. 90008
Tel.: 295-2607

THE UNITED STATES GOVERNMENT
THE EXECUTIVE BRANCH

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THE VICE PRESIDENT	Walter F. Mondale (D) Executive Office Building Washington, D.C. 20501	Phone: (202) 456-6400

CALIFORNIA CONSTITUTIONAL OFFICERS

OFFICE	NAME AND PARTY	ADDRESS
Governor	Edmund G. Brown, Jr. (D)	State Capitol, Sacramento 95814
Lt. Governor	Mike Curb (R)	State Capitol, Sacramento 95814
Controller	Ken Cory (D)	State Capitol, Sacramento 95814
Treasurer	Jesse M. Unruh (D)	915 Capitol Mall, Room 110, Sacramento 95814
Attorney General	George Deukmejian (R)	555 Capitol Mall, Suite 350, Sacramento 95814
Superintendent of Public Instruction	Wilson Riles (NP)	721 Capitol Mall, Room 524, Sacramento 95814
Secretary of State	March K. Fong Eu (D)	1230 J Street, Sacramento 95814

CALIFORNIA STATE LEGISLATORS — THE SENATE

During session, mail for senators may be addressed to
State Capitol, Sacramento 95814
Telephone: (916) 445-4711

DIST.	NAME AND PARTY	DISTRICT OFFICE ADDRESS	TELEPHONE
32	Ayala, Ruben S. (D)	353 W. 6th St., San Bernardino 92401	(714) 383-4497
27	Beverly, Robert G. (R)	1611 S. Pacific Coast Highway, Redondo Beach 90277	(213) 540-1611
35	Briggs, John V. (R)	1441 N. Harbor Blvd., Fullerton 92635	(714) 879-2345
33	Campbell, William (R)	7624 Painter Ave., Whittier 90602	(213) 693-8284
37	Carpenter, Paul B. (D)	1600 N. Broadway, Santa Ana 92706	(714) 547-9401
38	Craven, William (R)	550 W. Vista Ave., Vista 92083	(714) 726-7676
19	Cusanovich, Lou (R)	23241 Ventura Blvd., Woodland Hills 91364	(213) 888-0242
28	Dills, Ralph C. (D)	16921 S. Western Ave., Gardena 90247	(213) 324-4969
24	Garcia, Alex P. (D)	205 S. Broadway, Los Angeles 90012	(213) 628-5155
29	Greene, Bill (D)	8514 S. Broadway, Los Angeles 90003	(213) 620-5600
40	Mills, James R. (D)	815 — 3rd Ave., Chula Vista 92011	(714) 427-7812
26	Montoya, Joseph (D)	2337 S. Garfield Ave., Monterey Park 91754	(213) 724-3825
34	Presley, Robert B. (D)	3610 Ceneral Ave., Riverside 92506	(714) 781-4111
18	Rains, Omer L. (D)	501 Poli St., Ventura 93001	(805) 654-4648
25	Richardson, H. L. (R)	735 W. Duarte Rd., Arcadia 91006	(213) 445-4404
20	Robbins, Alan (D)	6320 Van Nuys Blvd., Van Nuys 91401	(213) 988-5894
23	Roberti, David A. (D)	6640 Sunset Blvd., Hollywood 90028	(213) 464-1178
21	Russell, Newton R. (R)	815 S. Central Ave., Glendale 91204	(213) 247-7021
36	Schmitz, John (R)	4600 Campus Dr., Newport Beach 92660	(714) 979-9670
22	Sieroty, Alan (D)	11340 W. Olympic Blvd., Los Angeles 90064	(213) 479-4244
30	Watson, Diane E. (D)	4401 Crenshaw Blvd., Los Angeles 90043	(213) 295-6655
39	Wilson, Bob (D)	2165 San Diego Ave., San Diego 92110	(714) 237-7139
31	Ollie Speraw	444 W. Ocean Blvd., Long Beach 90802	(213) 590-6111

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55	Alatorre, Richard (D)	6801 N. Figueroa, Los Angeles 90042	(213) 255-7111
40	Bane, Tom (D)	5430 Van Nuys Blvd., Van Nuys 91401	(213) 986-8090
53	Bannai, Paul T. (R)	1919 W. Redondo Beach Blvd., Gardena 90247	(213) 327-5920

74	Bergeson, Marian (R)	833 Dover Drive, #7, Newport Beach 92663	(714) 631-3174
43	Berman, Howard L. (D)	520 S. Sepulveda Blvd., Los Angeles 90049	(213) 476-7646
58	Brown, Dennis L. (R)	2750 Bellflower Blvd., #208, Long Beach 90815	(213) 420-2661
79	Chacon, Peter R. (D)	5106 Federal Blvd., San Diego 92105	(714) 263-2148
37	Cline, Robert C. (R)	19240 Nordhoff St., Northridge 91324	(213) 349-3333
80	Deddeh, Wadie P. (D)	815 Third Ave., Chula Vista 92011	(714) 427-7080
57	Elder, Dave (D)	3651 Atlantic Ave., Long Beach 90807	(213) 427-8921
77	Ellis, Jim (R)	8643 Navajo Rd., San Diego 92119	(714) 464-7204
52	Felando, Gerald N. (R)	23545 Crenshaw Blvd., #203A, Torrance 90505	(213) 530-6151
59	Fenton, Jack R. (D)	1601 W. Beverly Blvd., Montebello 90640	(213) 724-3400
76	Frazee, Robert C. (R)	2725 Jefferson St., #14, Carlsbad 92008	(714) 434-1749
66	Goggin, Terry (D)	515 N. Arrowhead Ave., San Bernardino 92401	(714) 884-1241
35	Hart, Gary K. (D)	1129-B State St., Santa Barbara 93101	(805) 966-1766
39	Hayes, J. Robert (R)	13189 Osborne St., #4, Arleta 91331	(213) 896-0751
47	Hughes, Teresa P. (D)	3253 S. Hoover Ave., Los Angeles 90007	(213) 747-7451
36	Imbrecht, Charles R. (R)	3290 E. Main, Ventura 93003	(714) 781-3222
68	Ingalls, Walter M. (D)	3610 Central Ave., Riverside 92506	(714) 781-3222
42	Ivers, William H. (R)	106-A S. Los Robles, Pasadena 91101	(213) 449-4747
69	Johnson, Ross (R)	1501 N. Harbor Blvd., #201, Fullerton 92635	(714) 738-5853
78	Kapiloff, Lawrence (D)	967 Hornblend Ave., San Diego 92109	(714) 299-5577
75	Kelley, David G. (R)	740-75 El Paseo, #A6, Palm Desert 92260	(714) 568-0361
62	Lancaster, William H. (R)	372 E. Rowland Ave., Covina 91723	(213) 332-6271
67	Leanard, William R. (R)	405 E. Citrus Ave., Redlands 92373	(714) 862-5251
44	Levine, Meldon E. (D)	9581 W. Pico Blvd., Los Angeles 90035	(213) 277-5228
73	Mangers, Dennis (D)	16371 Beach Blvd., Huntington Beach 92647	(714) 848-1168
65	McVittie, Bill (D)	12530—10th Street, Chino 91710	(714) 627-3529
49	Moore, Gwen (D)	3731 Stocker St., #106, Los Angeles 90008	(213) 292-0605
61	Mountjoy, Richard (R)	406 S.1st Ave., Arcadia 91006	(213) 446-3134
70	Nestande, Bruce (R)	920 Town & Country Rd., Orange 92668	(714) 542-4775
41	Nolan, Patrick J. (R)	143 S. Glendale Ave., #208, Glendale 91205	(213) 240-6330
38	Priolo, Paul (R)	4883 Topanga Canyon Blvd., Woodland Hills 91364	(213) 883-8400
72	Robinson, Richard (D)	12311 Chapman Ave., Garden Grove 92640	(714) 530-7200
46	Roos, Michael (D)	600 S. New Hampshire Ave., Los Angeles 90005	(213) 386-8042
45	Rosenthal, Herschel (D)	8425 West Third St., Los Angeles 90048	(213) 655-9750
51	Ryan, Marilyn (R)	1815 Via El Prado, Redondo Beach 90277	(213) 540-8182
64	Stirling, Dave (R)	13601 E. Whittier Blvd., Whittier 90605	(213) 945-1524
60	Tanner, Sally (D)	11362 Valley Blvd., El Monte 91731	(213) 442-9100
56	Torres, Art (D)	5261 E. Beverly Blvd., Los Angeles 90022	(213) 728-8882
50	Tucker, Curtis R. (D)	1 Manchester Blvd., Inglewood 90306	(213) 677-1188
54	Vicencia, Frank (D)	8040 E. Alondra, Paramount 90723	(213) 531-0265
48	Waters, Maxine (D)	7900 S. Central Ave., Los Angeles 90001	(213) 582-7371
71	Wray, Chester B. (D)	12062 Valley View, Garden Grove 92645	(714) 898-7844
34	Wyman, Phillip D. (R)	813 West Avenue J, Lancaster 93534	(805) 948-8447
63	Young, Bruce E. (D)	12440 Firestone Blvd., Norwalk 90650	(213) 868-0561

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Secretary: Juanita M. Kreps

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Telephone: (202) 252-6210
Secretary: Charles Duncan, Jr.

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Secretary: Patricia Roberts Harris

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96th CONGRESS 1979
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Committees:	Agriculture, Nutrition and Forestry Foreign Relations Small Business Administration	

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32	Anderson, Glenn M. (D)	300 Long Beach Blvd.,Long Beach 90801	(213) 548-2551
40	Badham, Robert (R)	1649 Westcliff Dr., Newport Beach 92660	(714) 631-0040
23	Beilenson, Anthony (D)	11000 Wilshire Blvd., 13th flr., Los Angeles 90024	(213) 824-7801
36	Brown, George E., Jr. (D)	290 N. D St., San Bernardino 92401	(714) 825-2472
43	Burgener, Blair W. (R)	880 Front St., Rm. 5535, San Diego 92188	(714) 231-1912
21	Corman, James (D)	14545 Friar St., Van Nuys 91411	(213) 787-1776
30	Danielson, George E. (D)	8873 E. Valley, Rosemead 91770	(213) 688-3454
39	Dannemeyer, William (R)	1370 Brea Blvd., Fullerton 92635	(714) 992-0141
28	Dixon, Julian (D)	1 La Brea Plaza, Inglewood 90301	(213) 839-5277
27	Dorman, Robert (R)	11000 Wilshire Blvd., Los Angeles 90024	(213) 824-7222
20	Goldwater, Barry, Jr. (R)	23241 Ventura Blvd., Woodland Hills 91364	(213) 883-1233
33	Grisham, Wayne (R)	13601 E. Whittier Blvd., Whittier 90605	(213) 945-3061
29	Hawkins, Augustus (D)	936 W. Manchester Ave., Los Angeles 90044	(213) 750-0260
19	Lagomarsino, Robert (R)	5740 Ralston St., Ventura 93003	(805) 642-2200
37	Lewis, Jerry (R)	101 S. 6th, Redlands 92373	(714) 792-5901
35	Lloyd, Jim (D)	100 S. Vincent, Suite 507, West Covina 91790	(213) 919-5711
34	Lungren, Dan (R)	5514 Britton Dr., Long Beach 90815	(213) 594-9761
22	Moorhead, Carlos J. (R)	420 N. Brand Blvd., Room 404, Glendale 91203	(213) 247-8445
38	Patterson, Jerry (D)	34 Civic Center Plaza, Suite 921, Santa Ana 92701	(714) 835-3811
26	Rousselot, John H. (R)	735 W. Duarte Rd., Arcadia 91006	(213) 447-8125
25	Roybal, Edward R. (D)	300 N. Los Angeles St., Los Angeles 90012	(213) 688-4870
18	Thomas, William (R)	1830 Truxton Ave., Bakersfield 93301	(805) 327-3611
42	Van Deerlin, Lionel (D)	815 E St., Rm. 205, San Diego 92101	(714) 233-8959
24	Waxman, Henry A. (D)	8425 W. 3rd, Los Angeles 90048	(213) 651-1040
31	Wilson, Charles H. (D)	15000 Aviation Blvd., Lawndale 90261	(213) 536-6680
41	Wilson, Bob (R)	880 Front St., Ste. 6615, San Diego 92188	(714) 231-0957

Involving the Public: It Isn't Easy

Public participation is commonly considered the cornerstone of planning for and with the people, of making a planning product reflect their needs and desires. But getting the public involved isn't easy.

In fact, the process of public participation is extremely complex, presenting several philosophical questions whose answers must remain open to interpretation.

Four participants in SCAG's citizen participation program recently responded to the issue of involving the public.

Who exactly is the public? According to Dr. Bill Petak, chairman of both the SCAG 208 Citizens' Advisory Committee and the South Coast Air Quality Management District Advisory Council, there are several definitions.

Basically, the public can be divided into four categories: all citizens; those who pay special attention to policy issues; influentials who mobilize others; and spokespersons for various interest groups, he explained.

"To deal with each of these publics, different strategies have to be employed.

"In our region," said Petak, who teaches at the University of Southern California's School of Public Administration, "the most useful approach is to reach people who can influence the public-at-large and who can give reasonably accurate feedback about what's important."

Once these target groups are pinpointed, an effective way of reaching them must be found. Ada Mae Hardeman, continuing education specialist at the University of California, Irvine, recently assisted SCAG with a workshop.

"What's most important is building a local constituency not just made up of local officials," she commented.

Local Contact Considered Major Task of New SCAG Section

Freeways crisscross one another, linking dense urban areas to spacious residential communities dotting the rolling hills. Further out, the terrain blends into sparsely populated mountain ranges. Behind them, acres of agricultural fields provide a stark contrast to the desert.

Viewing the SCAG region from an airplane provides a fascinating panorama. But this diversity in topography also means a diversity in the individual needs and interests of the cities and communities located within it.

The necessity of responding to these local concerns in preparing regional plans has long been recognized by SCAG planners and public participation coordinators assigned to the association's various programs.

In May 1979, this importance was underscored when the SCAG Government and Public Affairs Department was formally established. Integrated into the existing community relations program, its purpose is to establish, coordinate and further improve SCAG's working partnership with local governments, other agencies, business and community leaders and the citizens themselves.

Yorba Linda Mayor Henry Wedaa, SCAG first vice president, explained that one of the first objectives was to increase the frequency of contact with numerous key organizations and leaders.

Attending meetings of groups, such as the League of California Cities, the County Supervisors Association of California, local Chambers of Commerce, city councils, and the League of Women Voters, bring several benefits, he explained.

"First, by attending the meeting, any questions concerning SCAG activities can immediately be answered," he said.

"Second, it helps SCAG representatives to become more informed about current localized issues affecting regional planning.

"And the third advantage," he said, "is that through the increased visibility, organizations and their members become acquainted with a SCAG staff person whom they can later contact for assistance."

Wedaa stressed that an important aspect of good governmental relations is to maintain contact and communications on an ongoing basis, and not just when a particular issue or problem arises.

Keeping two-way communication channels open applies not only to newly incorporated cities, such as La Habra Heights and Grand Terrace, which elected to join SCAG during 1979, but with long-standing SCAG members as well.

Because communications can take many forms, another function of this office is to coordinate the activities of both the SCAG community relations and graphics sections.

"One of SCAG's highest priorities, as expressed by our Executive Committee, is to ensure that SCAG's written materials are presented in a readable and attractive format," Wedaa said. "Because of the technical nature of many of our planning responsibilities, we are working to offer improved summaries of the documents. In addition, we want to provide a continuity in the way materials are produced by the various planning sections."

Government and Public Affairs also has an increasingly active role in arranging the semiannual General Assemblies, the many workshops and hearings held on draft plans, and other special meetings and forums to explore ways to solve difficult regional problems.

"For instance ,in August 1978, a special dialog was held at the request of the committee members working on the regional air quality and water quality plans. Because these two plans were so closely interrelated, the meeting enabled the officials to gain a greater understanding of one another's tasks.

"Another example was our participation in a workshop held in March 1979. Recognizing the financial cutbacks imposed by Proposition 13, it explored the use of citizen volunteers in local government," Wedaa noted. "SCAG continues to seek new avenues to improving our services to this region. By knowning about local issues and concerns and being sensitive to them, we can tailor these workshops to respond to specific or shared needs of our membership," he said.

"SCAG needs to work with local people who understand their communities. For instance, when SCAG contacted me, I was able to assist in publicizing a transportation workshop locally. I believe that helping identify local organizations, plus personal contacts, were important elements in the workshop's success."

Another essential step is to focus on the motives for wanting to become involved. Eva Dixon, a Citizens' Advisory Committee member representing the Coalition for Clean Air, said individuals must be convinced of two things before they are willing to participate: that they can influence the final decisions and that the outcome will effect them personally.

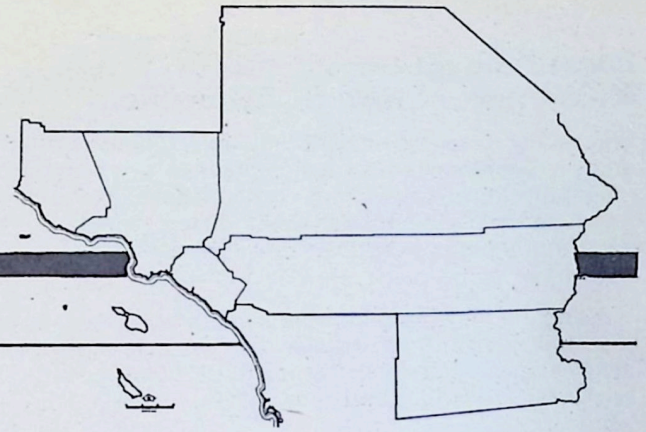
Howard Anderson, vice chairman of SCAG's 208 Citizens' Advisory Committee, who has also served on other citizens' committees, describes public participation as "what America is all about." He traces its roots to the town meetings held during the nation's colonial period.

"It involves people who are concerned about where we're going. It can take many forms, such as becoming knowledgeable about an issue, contacting a councilmember or becoming involved on a committee," the Riverside geologist continued. "Essentially, it's a process in which citizens in our society articulate their views and influence our decision-makers."

Summing up the comments of Anderson and the other members of the Citizens' Advisory Committee, the key ingredients for a successful public participation program include people willing to become involved, issues which are relevant to the public and the possibility of making an impact.

"Unfortunately, most people, unless they are touched directly, will tend to let others do it for them," said Eva Dixon. "When a person recognizes, 'this is happening to me,' then they are often moved to act."

The Region



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Growth Trend Slows in Southland

The SCAG region is larger than most states — over 10 million people, 38,000 square miles, six counties and 156 cities.

Approximately one out of every two persons in California, 20 persons in the United States and 400 persons in the world lives within the SCAG region.

Yet, only 100 years ago, Southern California was sparsely populated and the land was primarily agrarian. Vast cattle empires and a few small towns were home to the area's approximately 25,000 early residents.

The next 50 years saw the breakup of these ranches and brought spectacular population growth. Between the late 19th Century, when railroad lines were first extended into the region, and 1960, the area grew at an average of almost 200,000 per year.

Recently, however, the region's growth has slowed considerably, so that between 1970 and 1976 it increased by only 0.7 percent per year — a rate that closely matches the population of 0.8 percent nationwide.

New Members Join SCAG

In the Spring of 1979, four cities joined SCAG as new members.

La Canada-Flintridge, a city in northeast Los Angeles County, will be represented in the association by Mayor Pro Tem Ed Krause and Councilman George Parrish.

The SCAG delegate for the City of Cudahy, also in Los Angeles County, is Mayor John Robertson, with Mayor Pro Tem Leo Turner serving as alternate.

The other two cities, La Habra Heights in Los Angeles County and Grand Terrace in San Bernardino County, are both newly incorporated. The La Habra Heights representatives to SCAG will be Councilmembers Glenda Tuppan and Charles Wolfarth. Grand Terrace will be represented by Councilmembers Hugh Grant and Jack Allen.

COUNTY POPULATION 1970-1976

County	1970 Pop.	1976 Pop.	Added Pop.	Simple Annual Growth Rate
Imperial	74,492	83,250	8,758	2.0%
Los Angeles	7,038,764	6,994,724	—44,040	—0.1%
Orange	1,420,386	1,722,094	301,708	3.5%
Riverside	459,074	531,679	72,605	2.6%
San Bernardino	682,233	696,064	13,831	0.3%
Ventura	378,497	446,377	67,880	3.0%
Regional Total	10,053,446	10,474,188	420,742	0.7%

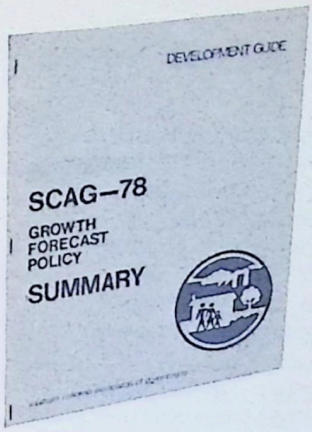
1976-2000

County	2000 Pop.	Added Pop.	Simple Annual Growth Rate
Imperial	129,000	45,750	2.3%
Los Angeles	7,789,000	794,276	0.5%
Orange	2,758,100	1,036,006	2.5%
Riverside	955,800	424,121	3.3%
San Bernardino	1,195,700	499,636	3.0%
Ventura	791,700	345,323	3.2%
Regional Total	13,619,300	3,145,112	1.3%

Added Employment in SCAG Region 1975-2000

County	Added Employment
Ventura	152,000
Los Angeles	831,700
San Bernardino	244,800
Orange	741,300
Riverside	191,400
Imperial	21,800
Regional Total	2,183,000

Note: Over the next quarter century, the "SCAG-78" employment forecast shows all six counties experiencing strong employment growth. The greatest amount of growth is forecast to go to Los Angeles and Orange counties.



"SCAG-78" Growth Forecast Policy and Environmental Impact Report

By the year 2000, this region will increase by approximately 3.1 million people, 1.5 million houses and 2.2 million jobs, according to past and expected population and economic patterns and public policies.

Where will this future growth be located, and how can it be distributed with the least possible environmental and social disruption?

These are some of the questions SCAG's current growth forecasts are designed to answer.

Adopted by the Executive Committee in January 1979, they are part of a key SCAG program which serves as a guide for future development in Southern California. A reflection of the common goals and objectives of local jurisdictions and the region, the Regional Development Guide is intended to provide a basis for areawide planning in specific areas — such as air and water quality, transportation and housing — and to establish a regional framework for local government decisions.

Dr. James Boulgarides, Culver City councilman and member of SCAG's Community and Economic Development Committee, was one of the local officials involved in compiling "SCAG-78," the latest update of these forecasts.

"They express regional and local growth policies through explicit numbers for future levels of population, housing, employment and land use and are aimed at making a desirable future possible for the Southland," he said.

The forecasts presented in "SCAG-78" are given by 55 regional statistical areas for the years 1980, '85, '90, '95 and 2000.

The official explained that approximately every two years since 1972, SCAG has adopted a growth forecast policy. He pointed out that "SCAG-76," the guide's previous version, provided the foundation for such SCAG products as the Regional Housing Allocation Model, the Regional Transportation Plan and the Conservation and Open Space Plan.

On a smaller scale, the guide's figures tie together the various planning elements needed to fully evaluate proposed local projects.

"For example, SCAG's growth forecast figures were used to determine the size of a proposed sewer extension facility in the northern part of Orange County," Boulgarides said. "In addition, the figures are helpful in predicting the area's transportation needs and assessing air and water quality impacts of development there.

"They also serve as an umbrella under which cities and counties can develop their plans and make them compotible with others," he said.

HOW "SCAG-78" WAS DEVELOPED

According to Boulgarides, the initial step in the development of the current forecast was to formulate six alternative forecasts, each reflecting different combinations of regional totals and subregional distributions of population, housing, employment and land use.

"These alternatives described a reasonable range of possible futures for the Southland," he continued, "from which a new forecast could be developed to best reflect local as well as regional objectives."

The six alternatives were then analyzed for their social, environmental and economic implications.

The SCAG reports describing the six alternatives and assessing their environmental implications were distributed to all local jurisdictions within the region, as well as to major agencies involved with air quality, transportation and water quality. Summaries of the reports were sent out to approximately 2,000 persons on SCAG's mailing lists.

Boulgarides said that workshops were held in every county of the region and that official comments were received at three public hearings.

"We also discussed the reports in detail with each county and numerous cities," he said. "And, of course, they were reviewed by all of SCAG's committees concerned with regional growth."

The forecast which was finally used for "Draft SCAG-78" was developed from what was learned by analyzing the six alternatives. Boulgarides explained. He added that it also incorporated the future growth local jurisidictions expected to see in their areas.

The version adopted by the Executive Committee, after extensive public and local input, lies somewhere between "SCAG-76 Modified" — representing moderate population growth — and the sum of local government forecasts.

" 'SCAG-78' presents a regional population of 13.6 million in the year 2000," the official said.

He pointed out that SCAG forecasts are revised approximately every two years.

"However, in order to keep the forecast policy responsive, amendments can be made before then to incorporate newly obtained information, changes in migration patterns or in local and regional policies," he concluded.

More Jobs for Region

"SCAG-78" forecasts that employment levels in the Southland will increase by almost 50 percent by the year 2000. This means that 2.2 million jobs are expected to be created.

This large amount of employment growth is anticipated in part because of the region's increasing labor supply, especially among women workers. Another contributing factor is the expected growth in such industries as services, retail and wholesale, trade and the continued expansion of manufacturing.

How "SCAG-78" Fits with Other Programs

"SCAG-78" is based on the adopted policies and plans of SCAG's functional planning programs. For example, the forecast's emphasis on a compact, concentrated form of development at the subregional level stems from policies contained in the Conservation and Open Space Plan (calling for preservation of open space between communities) and in the Regional Transportation Plan (calling for increased transit use, made easier with compact development).

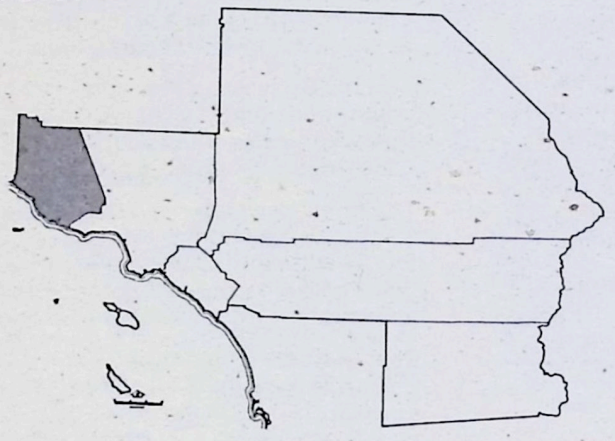
Also, the policy to balance jobs with population — another basis for the forecast — is intended to both promote employment opportunities for all income groups and to reduce trip lengths, each a goal included in the housing and transportation programs.

While these planning areas have left their mark on "SCAG-78," the forecast, in turn, serves as a starting point for SCAG's functional programs:

- Future levels of air pollution and tactics to improve the air quality, listed in the Air Quality Management Plan, were determined with the aid of the forecast.
- SCAG's 1977 Regional Housing Allocation Model utilized the forecast to calculate future housing needs by city and sub-area.
- Transportation patterns and improvements planned for the next few years are determined with growth forecast figures.
- The forecast was separated into surface water units and facility planning areas to make it suitable for use in the 208 Areawide Waste Treatment Management Plan.

NOTE: Growth assumptions have always been part of facility planning. The Development Guide, and therefore "SCAG-78," simply make these assumptions more explicit, visible and coordinated.

VENTURA COUNTY



In the year 2000, according to "SCAG-78," Ventura County will have 269,000 housing units, an increase of 121,000 or 81 percent over 1976. This growth accounts for only eight percent of the regional change. Of the new dwelling units, more than 95 percent are forecast to be on new land, at an average density of 3.5 dwelling units per acre.

The majority of the county's housing growth — 67,000 new units — is shown to occur in the Oxnard/Ventura subregions. The highest percentage increase is expected to occur in the Simi/Thousand Oaks area, where 60,000 new units will result in a 150 percent increase in the subregion's housing stock.

The county's employment forecast of 292,000 jobs for the year 2000 reflects an increase of 152,000 jobs. This forecast, especially in the Simi/Thousand Oaks subregion, is influenced by the policy to balance employment with population. The county's share of the region's jobs will rise from 3.1 percent (1975) to 4.3 percent (2000).

Ventura County is shown to more than double its urban area, with the addition of 48,000 new urban acres. This makes Ventura the fastest growing county with respect to urban acreage. The growth is forecast to be almost evenly split between the Simi/Thousand Oaks and Oxnard/Ventura subregions.

Policies and Assumptions of Regional Growth Forecast

The growth forecast in "SCAG-78" was allocated to counties, regional statistical areas, cities, etc., according to regional policies which encourage: 1) growth on a regional scale to occur in a balanced manner; 2) growth on a subregional scale to take place in a concentrated, compact form; 3) balance of commercial, industrial and employment growth with the population of each subregion; 4) preservation of the region's natural resources and phased development according to an area's availability of adequate services and facilities.

Along with these policies, a set of generalized assumptions influenced the forecast:

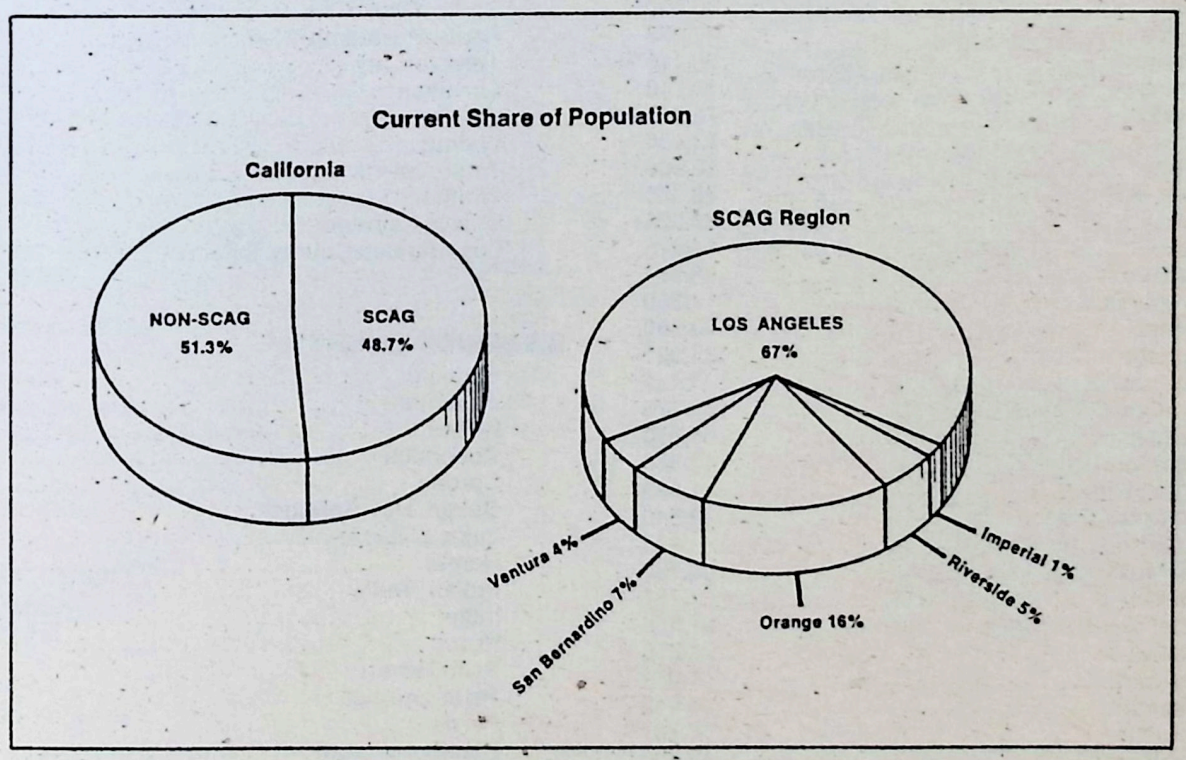
- a fertility rate of approximately 2.1 live births per woman
- approximately 150,000 net migration into the state annually, with about 38,000 people coming into the SCAG region
- an upward shift in the age composition of the region's population, a decrease in the regional average household size, and an increase in the labor participation rate
- a regional average housing vacancy rate of four percent and an unemployment rate of five percent in the year 2000
- a more balanced transportation system, improved air quality — especially after 1987 — and adequate water supply
- problems in the availability and cost of energy; however, not so severe as to seriously affect urban growth in the region

How to Prepare a Regional Growth Forecast

- Take **population forecast for the year 2000,** combined from State Department of Finance figures and a summation of revised county and city forecasts; check against probable fertility rates and migration patterns.
- For **regional housing total,** apply assumed average household size for the year 2000 (2.48 persons) to the regional population total; household size is based on analysis of regional trends and Department of Finance calculations.
- Next determine the **housing allocation by Regional Statistical Area (RSA),** using the following factors: 1970-76 housing growth trend; local and regional policies; proposed housing developments; local government input; access to employment; and land available for development.
- Combine the forecast household size for each RSA with above housing forecasts to get the **population total by RSA.**
- Add together RSA totals by county to obtain preliminary **county population totals;** compare to forecasts prepared by the state, city and county planning agencies; develop final figures together with county staffs.
- Discuss RSA forecasts with city and county governments; adjust to match agreed-upon county totals.
- Determine **total employment for region** with information on labor demand and supply.
- **Allocate employment to each county and RSA** by using the following factors: recent trends; proposed industrial and commercial developments; local and regional policies; local government information; access to labor force; and available developable land.

Use these forecasts for population, housing and employment to **calculate residential densities, recycle rates of structures and land use mix.**

You now have a regional growth forecast.



From "SCAG-78"

CITIES IN THE SCAG REGION

1978 Population

IMPERIAL COUNTY:

Brawley	14,000
Calexico	13,350
Calipatria	2,360
El Centro	23,400
Holtville	4,460
Imperial	3,240
Westmoreland	1,550
Unincorporated	26,500
Imperial County Total	**88,900**

LOS ANGELES COUNTY:

Alhambra	57,148
Arcadia	45,588
Artesia	15,381
Avalon	1,760
Azusa	25,137
Baldwin Park	47,156
Bell	21,854
Bellflower	48,645
Bell Gardens	28,118
Beverly Hills	31,290
Bradbury	798
Burbank	82,345
Carson	80,290
Cerritos	47,879
Claremont	26,116
Commerce	10,249
Compton	72,716
Covina	33,485
Cudahy	16,906
Culver City	38,376
Downey	88,528
Duarte	14,375
El Monte	68,984
El Segundo	14,350
Gardena	43,559
Glendale	134,021
Glendora	35,419
Hawaiian Gardens	9,776
Hawthorne	55,698
Hermosa Beach	18,338
Hidden Hills	1,826
Huntington Park	38,540
Industry	674
Inglewood	85,758
Irwindale	781
La Cañada-Flintridge	21,566
Lakewood	78,250
La Mirada	41,031
Lancaster	45,442
La Puente	30,361
La Verne	18,530
Lawndale	23,017
Lomita	19,829
Long Beach	338,095
Los Angeles	2,785,652
Lynwood	38,491
Manhattan Beach	31,769
Maywood	16,511
Monrovia	29,132
Montebello	48,522
Monterey Park	51,623
Norwalk	85,783
Palmdale	10,522
Palos Verdes Estates	15,001
Paramount	30,661
Pasadena	108,004
Pico Rivera	50,859
Pomona	85,471
Rancho Palos Verdes	42,121
Redondo Beach	63,314
Rolling Hills	2,196
Rolling Hills Estates	9,083
Rosemead	39,443
San Dimas	19,726
San Fernando	15,032
San Gabriel	27,720
San Marino	13,255
Santa Fe Springs	15,479
Santa Monica	87,117
Sierra Madre	12,260
Signal Hill	4,867
South El Monte	15,351
South Gate	59,909
South Pasadena	22,989
Temple City	27,827
Torrance	133,552
Vernon	251
Walnut	11,044
West Covina	72,967
Whittier	70,692
Unincorporated	971,250
Los Angeles County Total	**7,083,431**

RIVERSIDE COUNTY:

Banning	12,569
Beaumont	6,572
Blythe	7,274
Coachella	8,654
Corona	37,211
Desert Hot Springs	4,252
Lake Elsinore	5,557
Hemet	20,033
Indian Wells	1,351
Indio	19,290
Norco	19,363
Palm Desert	10,780
Palm Springs	32,092
Perris	6,158
Rancho Mirage	6,356
Riverside	156,306
San Jacinto	6,317
Unincorporated	233,920
Riverside County Total	**594,655**

ORANGE COUNTY:

Anaheim	204,800
Brea	25,950
Buena Park	62,800
Costa Mesa	78,500
Cypress	40,450
Fountain Valley	54,100
Fullerton	98,500
Garden Grove	117,800
Huntington Beach	161,300
Irvine	45,950
Laguna Beach	16,650
La Habra	44,000
La Palma	14,800
Los Alamitos	11,100
Newport Beach	64,300
Orange	84,600
Placentia	33,100
San Clemente	24,700
San Juan Capistrano	17,050
Santa Ana	183,900
Seal Beach	26,500
Stanton	23,300
Tustin	32,800
Villa Park	7,225
Westminster	69,300
Yorba Linda	25,350
Unincorporated	239,600
Orange County Total	**1,808,200**

SAN BERNARDINO COUNTY:

Adelanto	2,260
Barstow	17,370
Chino	35,523
Colton	19,412
Fontana	25,335
Loma Linda	8,855
Montclair	21,284
Needles	3,994
Ontario	72,513
Rancho Cucamonga	46,817
Redlands	38,220
Rialto	32,285
San Bernardino	104,814
Upland	41,243
Victorville	14,260
Unincorporated	280,604
San Bernardino Co. Total	**764,789**

VENTURA COUNTY:

Camarillo	28,768
Fillmore	8,540
Ojai	6,218
Oxnard	93,974
Port Hueneme	17,449
San Buenaventura	69,008
Santa Paula	16,755
Simi Valley	74,055
Thousand Oaks	66,082
Unincorporated	89,154
Ventura County Total	**471,842**

SAN BERNARDINO COUNTY

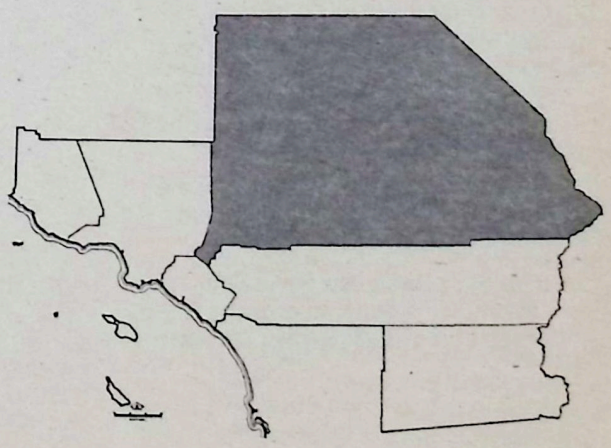
San Bernardino County is forecast in "SCAG-78" to have 470,000 houses in the year 2000, an increase of 185,000, or 65 percent. This accounts for 13 percent of the regional housing increase.

More than 95 percent of these new homes are forecast to be built on new land, at an average density of slightly over five dwelling units per acre. The "SCAG-78" forecast assumes that the county vacancy rate will be four percent in the year 2000.

The Chino Basin and East San Bernardino Valley subregions are shown to account for 81 percent of the housing unit growth in the entire county, with the Chino Basin forecast to increase by 84,000 new units, or 98 percent. The East San Bernardino Valley subregion is shown to receive 65,000 new units, or a 57 percent increase.

Urban acres in San Bernardino County are forecast to increase by 53,000 acres, or 41 percent. Slightly over 70 percent of this growth is shown to be centered in the Chino Basin and East San Bernardino subregions.

The county's employment forecast of 473,000 jobs for the year 2000 reflects higher population forecasts, the result of policies aimed at balancing employment with population. This job growth of 245,000 raises the county's share of the region's employment from five percent (1975) to seven percent (2000).



Implementing "SCAG-78"

Just a few sheets of numbers in a modestly sized document — but the implications of the regional growth forecasts on the Southland's communities are wide-ranging and diverse.

Not only will they impact public facilities for transportation, schools and sewers, but they will also alter the status of the region's air, water and other natural resources. The overall quality of life enjoyed by Southern Californians in the next few decades will be closely linked to the effectiveness of these numbers, of "SCAG-78."

These anticipated effects will only result, however, when local jurisdictions begin to carry out the forecasts.

In order to learn what local governments are doing, and proposing to do, to implement "SCAG-78," a draft report was recently prepared under the direction of a subcommittee of the SCAG Planning Directors Committee. Formed in October 1978, the group is composed of the planning directors from the counties of Los Angeles, Orange, Riverside and San Bernardino, with participation of the Sierra Club and the California Council for Environmental and Economic Balance.

The report, scheduled for Executive Committee action in October 1979, emphasizes the important role of local governments in implementing "SCAG-78," according to Riverside Planning Director Pat Nemeth, chairwoman of the subcommittee.

"We conducted a sample survey of 16 jurisdictions, representing 52 percent of the region's population," she recalled. "These local governments were asked to describe their existing and proposed mechanisms for implementing 'SCAG-78,' as well as their local policies."

Nemeth said the survey determined that the region's local governments appear to have a variety of measures already in effect, or proposed, which could be used to implement "SCAG-78."

"Traditional planning tools, such as general plan designations and zoning, were most widely used," she explained.

A significant number of jurisdictions, according to the planning director, are adopting additional ordinances and policies to supplement the general plan. Capital programs, provisions of transportation facilities and programs to monitor development are used to accomplish local planning objectives.

The report also describes mechanisms employed by SCAG, special districts, and state and federal agencies for implementing the regional growth forecasts. Examples are the A-95 project review process, memoranda of agreement and technical assistance.

"In addition, 'SCAG-78' provides a key link in the coordinated development of regional plans for air and water quality, housing, transportation and growth," Nemeth continued. "As implementation of these functional plans proceeds, the regional growth forecast policy will also be indirectly implemented."

Special districts and the state and federal governments use "SCAG-78," as well, as a basis for designing new transportation and sewer service facilities, according to the report.

Nemeth said the subcommittee stressed the importance of local government assuming the responsibility for implementing the "SCAG-78" policies.

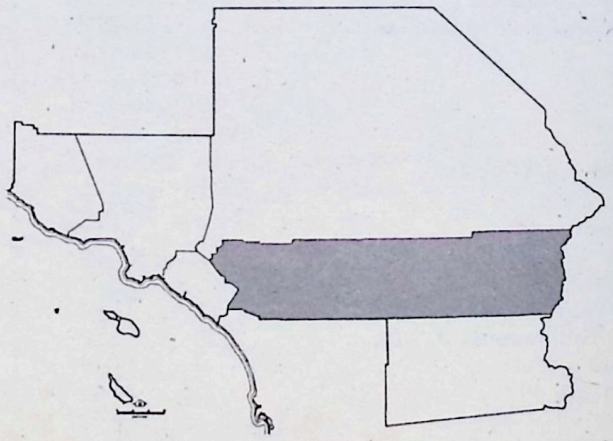
RIVERSIDE COUNTY

In the year 2000, the housing unit total for Riverside County, as forecast by "SCAG-78," is 403,000, an increase of 188,000 units or 87 percent. This accounts for 13 percent of the regional increase in housing. These new homes are shown to be mostly built on new land, at an average density of slightly higher than five dwelling units per acre. The county is expected to have fewer persons per dwelling unit than any other county in the region.

Most of this growth is shown in the Riverside/Corona and Riverside Desert subregions.

In terms of land use, Riverside County is forecast to grow by 51,900 urban acres, a 39 percent increase.

The "SCAG-78" employment forecast of 360,000 jobs for Riverside County reflects the regional policy to reduce intercounty commutes, especially to Orange County. The county's employment is shown to grow by 191,000 jobs, raising its share of the region's employment from 3.7 percent in 1975 to 5.4 percent in the year 2000.



"In developing an implementation system, we must be sensitive to the wide variety of approaches and techniques used by the different localities within the SCAG region," she urged. "In addition, the committee recognized the major role played by the private market in determining future growth patterns."

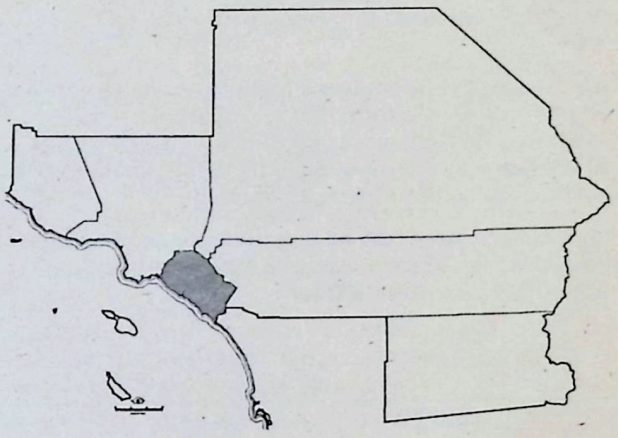
The following recommendations, included in the report, make use of these conclusions and also incorporate effective local mechanisms for carrying out the growth forecast:

- A regional development monitoring system should be established to measure and evaluate realization of "SCAG-78."
- Local governments and SCAG should work together to expand existing local implementation measures and to initiate new mechanisms.
- Commitments to carry out "SCAG-78" should be obtained from at least 75 percent of the region's jurisdictions by 1981.
- SCAG should sponsor technical workshops and otherwise assist local governments in implementing "SCAG-78."
- Special districts and the state and federal governments should be encouraged to use the adopted growth forecast policy.

"Proper preparation for future growth can result in government savings and improved service provision," Nemeth concluded.

"Revitalized older urban areas, protection of valuable agricultural and open-space areas, along with improved water and air quality, greater housing and employment opportunities — these are some of the major benefits of directing and phasing the expected growth according to our shared goals for the future."

ORANGE COUNTY



The number of houses in Orange County by the year 2000 is forecast in "SCAG-78" to be 1.1 million. This represents an increase of 497,000 homes, or 80 percent, over 1976. Accounting for 34 percent of the total regional housing increase, nearly all these new houses are shown to be on new land at an average density of slightly over eight dwelling units per acre.

The average number of people per household is expected to decline more than in any county in the region, from 2.76 in 1976 to 2.46 in the year 2000.

The Southeast Orange County subregion is forecast to experience the greatest numerical and percentage growth of any subregion within the entire SCAG area, 295,000 new units or a 167 percent increase. The Northwest Orange County subregion is shown to have the second largest growth with 182,000 new housing units.

Orange County is forecast to generate the greatest growth in urban acres within the region — 91,200 added urban acres, or a 51 percent increase. This growth represents 29 percent of the region's growth.

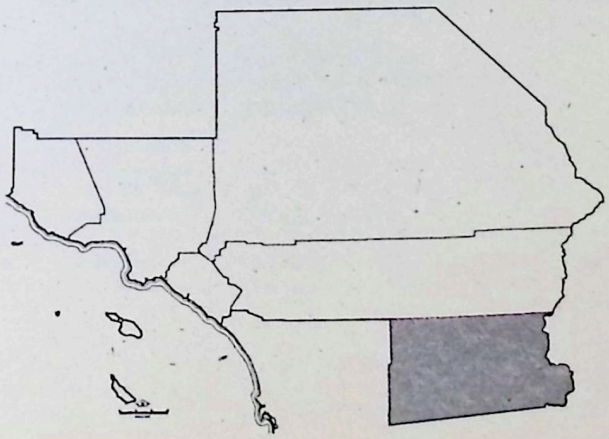
With an employment forecast of 1,366,000 for the year 2000, Orange County is forecast to have the region's second largest growth in jobs (741,000 added jobs). The county is expected to experience the highest employment growth rate of the entire region (4.8 percent).

IMPERIAL COUNTY

Imperial County is forecast in "SCAG-78" to increase its housing to 46,000 units by the year 2000. That's an increase of 20,000 homes, or 76 percent, over the 24-year period.

The county's employment for the year 2000 is expected to be 61,000 jobs, reflecting an employment growth of 22,000 jobs. Although agriculture and government are expected to remain in the major employment sectors, SCAG policy encourages the diversification of the county's economic base.

Imperial County is forecast to add 7,600 acres, or 51 percent, to its urban area.



At-Large Cities

With important regionwide decisions being made by the SCAG Executive Committee each month, the composition of that 20-member group has to be carefully balanced to represent the varying views of each jurisdiction.

So each year, the Executive Committee votes for three "at-large" cities, all from different counties, to be represented on that important decision-making body. The delegates and alternates to fill these positions are then selected by their own city councils.

In March 1979, the three at-large cities were Fountain Valley (Orange County), Arcadia (Los Angeles County) and Riverside (Riverside County).

The delegates and alternates respectively chosen were: Riverside Mayor Ab Brown and Councilman Robert Bowers; Arcadia Mayor Pro Tem Robert Margett and Councilman Donald Pellegrino; and Fountain Valley Councilmen Ben Nielsen and Al Hollinden.

These local elected officials succeeded the at-large delegates and alternates who served the previous year. They were: Councilmembers Nat Trives and Christine Reed for the City of Santa Monica (Los Angeles County); Mayor Bob Ellingwood and Councilwoman Faye Myers Dastrup for the City of Ontario (San Bernardino County); and Vice Mayor Mary Smallwood and Mayor Ed McFarland for Costa Mesa (Orange County).

LOS ANGELES COUNTY

Los Angeles County is forecast by "SCAG-78" to have 3.2 million houses in the year 2000. This increase of 466,000, or 17 percent, accounts for one third of all new housing in the region.

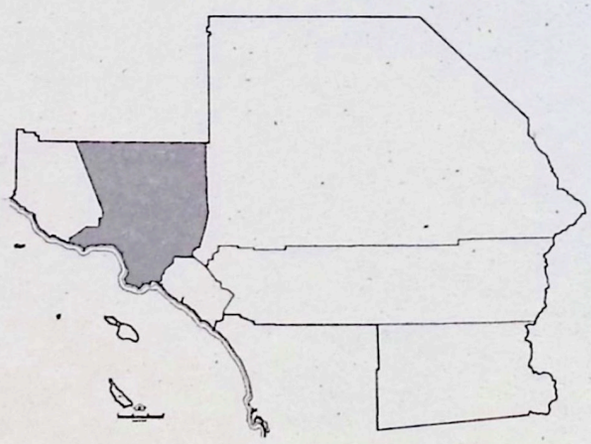
Slightly more than 50 percent of these homes are forecast to be built on recycled land at an average density of 25 dwelling units per acre, while the average density for houses built on new land is 7.38.

The county is expected to continue the decrease in household size as experienced between 1970 and 1976, though at a slower rate. In the year 2000, the number of persons per dwelling unit in the county is expected to be 2.45 — down from 2.57 in 1976 and 2.77 in 1970.

With 80,900 more units, the Central Los Angeles subregion is forecast to have the county's greatest housing increase. The San Fernando Valley and Santa Monica Bay subregions will also have large numerical increases in housing units — 72,600 and 66,900 respectively. The 45,000 new units in the North Los Angeles County subregion will result in the county's highest percentage increase, 129 percent.

Los Angeles County has, and will continue to have, the majority of the region's urban acres. The county's urban acres are shown by "SCAG-78" to grow by 57,500 acres, or an 8.8 percent increase. Urban expansion is shown to be greatest in the East San Gabriel Valley and North Los Angeles County subregions. Other areas in the county, while forecast to have less growth in urban acres, are expected to recycle land at moderate rates (particularly Central Los Angeles, Glendale/Pasadena and Long Beach/Downey).

Although the county most likely will offer the greatest number of additional jobs (832,000) between 1975 and 2000, the county's annual employment growth rate is the lowest of any county in the region (one percent). This forecast reflects the growing strength of the economy throughout the region and a decrease in the region's dependence upon Los Angeles County. Because of the low increase, the county's share of the region's employment is expected to decline from 74 percent (1975) to 62 percent (2000).



Shelter

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The Region's Housing Picture: What It Is and What It Should Be

Problems in the Southland's housing stock — declining quantity and quality coupled with rising prices — present many critical issues.

The lower income groups are hit hardest. Their housing choices are generally limited to the older, urban core cities or desert and rural communities. Frequently they live in old, deteriorating homes and apartments where they are isolated from better job opportunities.

When housing prices and rents rise and income remains stable, many households are forced to cut back on other necessities, like food, clothing, education and medical care. Their overall quality of life suffers.

Price increases have seriously affected middle income groups as well, although to a lesser degree. Some homeowners, seeking lower priced housing in outlying areas, are forced to commute long distances to work. This, in turn, has a major impact on the region's air quality.

To find solutions to these complex problems, many different groups must participate: builders, trade unions, realtors, lenders and representatives of local, state and federal governments.

According to Monterey Park Mayor George Westphaln, chairman of SCAG's Community and Economic Development Committee, it is SCAG's role to help the private and public sectors meet the housing needs of Southland residents.

The official explained that SCAG analyzes the housing needs of each locality by using the most recent census and survey data available, and by working closely with local governments.

Needs are defined in three categories: the number of additional units necessary to meet new demand and to replace dilapidated housing, the number of existing units needing repairs and the number of lower-income households which cannot afford market-rate housing prices and, therefore, need financial assistance or housing subsidies.

Housing needs for each city, county and the region as a whole are presented in SCAG's Regional Housing Allocation Model (RHAM), along with a picture of the overall housing market, Westphaln explained.

"One of the model's key elements is a 'fair share' adjustment, identifying the need for housing assistance in each community," he said. "The adjustment is based on a comparison of local and regional housing needs and the number of nearby job opportunities.

"The goal is to achieve a balanced supply of housing and employment for all income groups, for owners and renters, in each community."

Helping to create new housing opportunities for lower-income areas where such opportunities are lacking is a policy supported at the national, state and regional levels.

Westphaln pointed out that the housing allocation model is an important document for local governments.

"It helps cities develop local housing assistance plans, which are required when they apply for federal housing and community development monies," he said.

Together, the Regional Housing Allocation Model and the housing assistance plans of local jurisdictions are used to prepare another of SCAG's housing documents, the Areawide Housing Opportunities Plan (AHOP). This plan shows how SCAG and its member jurisdictions believe federal funds should be allocated to achieve a more balanced distribution of lower income housing throughout the region.

"In 1977, and again in 1978, SCAG's housing opportunities plan was deemed one of the best in the country, earning the region an additional $14.8 million in bonus housing assistance funds, most of which will be renewed annually for the next 20 years," Westphaln pointed out.

"The two areawide plans also brought the region an additional $4 million in Community Development Block Grant Funds. These monies help fund local sewer improvements, land acquisition and other projects to facilitate new low-income housing developments."

The official added that to meet federal housing requirements and to qualify for future housing monies, the documents are reviewed and revised regularly. As part of this process, new housing goals were distributed late 1978 for local review, and then forwarded to the federal Department of Housing and Urban Development for final approval in mid-1979.

"A new Areawide Housing Opportunities Plan is expected by September 1979," Westphaln said, adding that a committee of local representatives also participated in the revision of the Regional Housing Allocation Model, with a final product scheduled for Fall 1979.

Upswing in Housing Demand Will Continue, Predict SCAG Studies

Who's buying all those houses? And why is the housing demand in Southern California apparently so strong?

SCAG's studies on the region's housing market indicate that it is most realistic to answer that a combination of factors are probably at work.

According to the State Department of Finance, 193,000 persons moved to California during 1977. This in-migration was the highest in a decade. Moreover, that trend is expected to continue. Historically, the movement of persons from other states and nations to California has provided the major portion of population growth. The state's economic and climatic conditions are strong pulling features.

Even if population increases were to level off, more housing would still be needed each year because there is a trend toward smaller households. In 1970, the average household size in the SCAG region was 2.82 persons; in 1976, it was 2.61. The SCAG-78 Growth Forecast Policy predicts that by the year 2000, it will fall to 2.47 persons per dwelling unit.

The age composition of the Golden State's residents is another big factor. The most populous group of Californians today are the 18-years-olds, followed by the 16-year-olds and the 20-year-olds. As a result, a boom in housing demand similar to that following World War II is anticipated.

Demand is also rising because, in spite of housing price hikes, families are finding ways to purchase homes. With more and more women entering the work force, there are increasing numbers of two-income families who can now marginally afford the high cost of housing.

A greater number of households are committing more of their incomes for housing costs and sacrificing other necessities. It's estimated that one in every six families in the SCAG region spends 25 percent or more of their income (a standard measure of affordability) on housing. Still others are renting rooms to other people to help defray their housing expenses.

There's yet another factor which will influence the supply and demand curves: passage of Proposition 13.

Some persons theorize that housing production will be stimulated by property tax reductions, making it easier for persons to pay the monthly carrying costs on their homes.

Another school of thought says that housing production will be decreased because of a diminished local ability to provide the necessary support facilities, such as water, utilities, schools and roads. As of mid-1979, the jury was still out as to the long-term impacts of Proposition 13.

GUIDE TO SCAG HOUSING DOCUMENTS FOR LOCAL GOVERNMENTS

1. **The Regional Housing Allocation Model**
   Provides an up-to-date analysis of the local housing stock, a needs analysis, and a "fair share" distribution mechanism.
   HOW IT CAN BE USED:
   a) To complete local housing assistance plans as part of federal grant applications to receive:
      - CDBG Entitlement Grants
      - CDBG Small Cities Discretionary Grants
   b) To complete local housing elements and fulfill state guidelines
2. **The Areawide Housing Opportunity Plan (AHOP)**
   This regionwide plan aims to facilitate "fair share" distribution.
   HOW IT CAN BE USED:
   a) To get "extra" housing funds into a community
   b) To get "extra" community development funds to further the housing objective of the AHOP
   c) To allocate the distribution of **all** housing funds within the region according to a regional/local formula, rather than one which is federally determined
   d) To get a "bonus" of 50 points of "Small Cities" community development applications by being a participating member
   e) To help qualify a community for Urban Development Action Grants (UDAG)
3. **The Regional Housing Element**
   Because the housing market forces of supply and demand do not follow jurisdictional boundaries, this advisory document is designed to help individual communities solve their housing problems in a coordinated manner.
   HOW IT CAN BE USED:
   a) To promote a coherent response to multi-jurisdictional problems
   b) To fulfill state housing element requirements
   c) To ensure a more equitable distribution of housing resources, thereby increasing opportunities for all housing consumers
   d) To prevent any one community from bearing an unreasonable share of low- and moderate-income households, thereby increasing fiscal equity among jurisdictions
4. **Local Technical Assistance and A-95 Project Review**
   Professional housing planners provide assistance to local housing staff.
   HOW IT CAN BE USED:
   a) For matters relating to policy formulation and general housing planning issues, including grant preparation
   b) During the A-95 review process, if there are any problems, to resolve matters **before** they reach the funding agency

Housing Costs Considered Factor in Expansion and Job Relocation

The lack of available and affordable housing has important secondary effects on California's economy. Foreign and domestic companies interested in relocating their families to California, or local firms planning to expand, may have trouble recruiting personnel because of the cost of housing here compared to that of other areas.

In an effort to overcome this difficulty, several companies are now offering to locate suitable housing for their transfer employees. In some instances, employers are even providing lump sum cash payments to help defray higher down payments and higher monthly housing costs.

Housing Forms, Figures, Facts: Workshops Cover All Under One Roof

With federal and state laws revised almost daily, the accompanying paperwork becomes ever more complicated. That maxim is especially true in housing.

"Successfully completing all the necessary forms for housing assistance funds can be a nightmare for local officials, who must grapple with a myriad of confusing forms and terminology," said Allen Baldwin, Lake Elsinore councilman and member of SCAG's Community and Economic Development Committee. "I think one of the ways in which SCAG has been most helpful to local governments is by providing technical assistance in this area."

In September 1978, following a bonus award to the region of $3.8 million in Community Development Block Grant funds, a special workshop for local governments was held at SCAG. Its purpose was to provide a detailed explanation of the new forms required for block grant fund applications.

Eligibility criteria for the funding, including both the federal requirements and adopted regional housing policies, were discussed during the workshop. Also outlined was the step-by-step application process and the timetable involved.

Participants at the workshop were grant coordinators, planners, administrative analysts and other city and county officials with housing-related responsibilities.

A few weeks later, in October, SCAG held a similar day-long workshop on the preparation of local housing elements.

"Actually, the purpose was to provide three types of technical information to local housing staffs," Baldwin explained. "The first item on the agenda was an overview of the current regional housing market and the legal requirements for preparing local housing elements.

"The second type of information presented was SCAG's revised Regional Housing Allocation Model and the draft version of the SCAG-78 Growth Forecast Policy.

"Third, workshop participants reviewed various guides to implementing local housing elements," the official said.

These discussions were followed by miniworkshops, where representatives of cities with similar housing needs were able to exchange ideas and experiences.

"The fact that this workshop drew a standing-room-only crowd in the SCAG conference room was testimony to its value," Baldwin remarked. "Especially now, with local governments facing reduced revenues, the need for subsidies and special grants to help relieve the housing shortage has indeed become critical."

In addition to the workshops, SCAG regularly publishes reports and plans to assist local housing planning. Examples of these reports are the Regional Housing Element, the Regional Housing Allocation Model, the Local Programs Component and the Urban Reinvestment Study. Also, specific "issue" papers are released to cover current policy matters.

Gimme Shelter I Can Afford

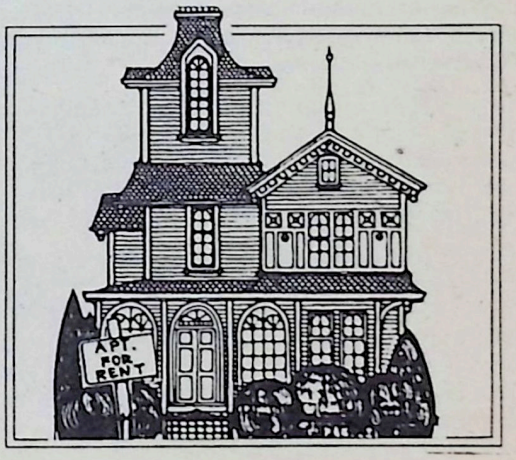
If many would-be home buyers have financial woes, so does a sizeable portion of the 45 percent of California residents who rent living quarters.

According to the Department of Housing and Community Development, there are 3.6 million renter households in the state. Of these, 44 percent (1,584,000 persons) have annual incomes of under $10,000; 29 percent (1,044,000) earn less than $7,000 a year; and 13 percent (468,000) have yearly incomes falling below $5,000.

Assuming that 25 percent of one's income is spent on shelter, this means that the $9,600-a-year renter household can pay $200 a month for rent and utilities, and a $4,800-a-year household can only afford $100 per month for shelter and utilities.

The rent-paying ability of the elderly is even more restricted, since their median income is only 65 percent of that of other renters.

For families with limited income searching for a place to live, the picture is bleak. The table below shows the gap between affordable rents and the number of apartments available at these rates.



CALIFORNIA RENTER HOUSEHOLD INCOME AND GROSS RENTS, 1978

Household Income	Number of Renter Households	Affordable Gross Rent	Number of Rental Units
$0-4,799	396,000	$0-$99	133,000
$4,800-$7,199	720,000	$100-$149	456,000
$7,200-$9,599	468,000	$150-$199	608,000
$9,600-$11,999	396,000	$200-$249	779,000
$12,000-$14,399	360,000	$250-$299	760,000
$14,400 or more	1,260,000	$300 or more	1,064,000
Total	3,600,000		3,800,000

Housing Prices in Southland More Than Double in Four Years

Studies of local housing prices confirm what would-be homeowners already know. During the four-year period from 1974-78, housing prices jumped dramatically — up 125 percent in the Southern California area. The statewide increase during the same period was 92 percent.

HOME PRICES AND PERCENT INCREASES BY AREA, 1974 TO 1978*

	1974	73-74 Change	1975	74-75 Change	1976	75-76 Change	1977	76-77 Change	1978	77-78 Change	74-78 Change
Los Angeles County	$43,400	12.5%	$50,700	16.8%	$63,100	24.5%	$83,100	31.7%	$100,200	20.6%	130.9%
Orange County	38,400	21.9%	44,300	15.4%	55,000	24.2%	70,100	27.5%	81,100	15.7%	111.1%
Riverside/San Bernardino Counties	27,900	9.8%	31,100	11.5%	37,100	19.3%	47,900	29.1%	55,800	16.5%	100%
Ventura/Santa Barbara Counties	32,600	9.8%	37,300	14.4%	47,600	27.6%	62,100	30.5%	73,400	18.2%	125.2%
Average for 7 Counties	40,700	13.7%	46,900	15.2%	57,200	22.0%	74,700	30.6%	91,500	22.5%	124.8%

*These figures only represent the average market price of the Real Estate Research Council's sample of homes in Southern California. They do not represent the average price of all homes in each county, nor do they represent the average price of homes actually sold. The purpose of the above averages is to show the *change* taking place in the market value of the *same home* over a period of time.

A survey by the Research and Economics Department of the California Association of Realtors looked at median sale prices of existing family homes during September 1978. It was based on findings from 49 real estate boards and a sampling of over 14,000 homes.

That survey showed the Lower Desert-Palm Springs area leading with the median price at $87,856. It was followed by Orange County with $84,154, Los Angeles with $77,607 and the Riverside/San Bernardino area with $54,830.

Median single-family home prices in San Francisco at $77,924 were on par with Los Angeles; San Diego was slightly less with $69,711; and the Central Valley area of California showed median housing costs at $53,749.

The Economics of Housing

The housing industry is one of the main driving forces of California's economic development. Therefore, slumps or upturns in construction are mirrored in the state's overall economy.

In August 1978, a record high of 434,300 persons were employed in the construction trades. In 1977, 43,000 jobs were added to the industry, representing an annual growth rate of 13.6 percent — double the national average of 6.4 percent.

The California Building Industry Association estimates that 5.46 worker years of labor are generated by the construction of each new housing unit. That includes on-site support, manufacturing and government jobs. Using prevailing wage rates, this means that approximately $12.2 billion in wages were generated by housing starts in the first half of 1978.

Housing, the American Dream

is a critical regional issue discussed in this SCAG booklet. The publication includes a description of the region's housing needs and lists current SCAG goals, policies and services aimed at helping to meet these needs. Copies are available through the SCAG Community Relations Office.

THAT'LL BE $175,000 EXTRA FOR THE OCEAN VIEW . . .

The high price tag of a house is due more to the parcel of land it's sitting on than the structure itself.

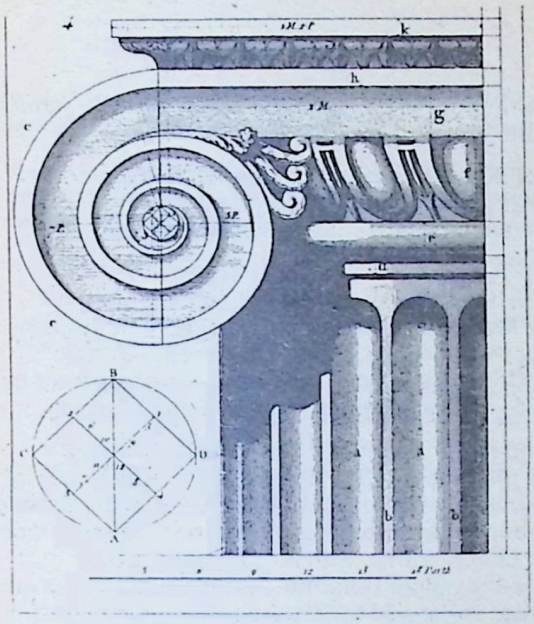
As a percentage of total expenses, construction costs have actually gone down — from 69 percent in 1949 to 46.7 percent in 1977 — while overhead and profit have remained relatively stable.

The cost of land and development has risen more sharply than any other component — from 11 percent in 1949 to 25 percent in 1977. One estimate is that the cost of land has risen by at least 80 percent since 1967. In certain highly desirable market areas of California, it comprises as much as one third to one half of the total housing price.

There are two reasons cited for the vast price hikes in land: the scarcity of desirable and buildable land and the increasing costs of land development, including government regulations and growth restrictions.

Another major component of housing costs which has increased substantially during the past few years is financing. It has more than doubled in the last two decades, to 10.8 percent of the total housing cost.

Housing finance is controlled almost exclusively by the federal government. When the government decides to tighten the supply of money, competition for these funds grows and interest rates rise, making it even more difficult to finance the construction and purchase of homes.



Bonus Dollars: Adding Sparkle to Southland Housing Picture

The Franklin Square community in south central Los Angeles looks much like any other well kept neighborhood, with its freshly painted structures surrounded by pleasant landscaping.

But the origin of these homes is more unusual. Rather than being built on their lots, the structures were transported from the Los Angeles International Airport flight path and renovated with new roofing, painting, plumbing and wiring.

Franklin Square is one of the housing projects funded by an $8.8 million Section 8 bonus housing grant, awarded to SCAG in 1977.

Section 8 is a rental subsidy program administered by the U.S. Department of Housing and Urban Development.

The award was made because of SCAG's Areawide Housing Opportunities Plan, which seeks to provide affordable housing for all income groups throughout the region.

The Watts Labor Community Action Committee, the agency now managing Franklin Square, applied to SCAG through the City of Los Angeles for Section 8 funding. SCAG is responsible for ranking such housing projects submitted by Southland communities.

Since then, similar success stories have occurred throughout the Southland, as a result of the bonus federal housing assistance funds awarded to SCAG.

"In July 1978, because of SCAG's Areawide Housing Opportunities Plan, the Southland was granted close to $10 million in federal bonus housing funds," said George Westphaln, Monterey Park mayor and chairman of SCAG's Community and Economic Development Committee.

Of the nearly $10 million, $6 million went directly to housing subsidies in the SCAG region.

"These monies were used mainly for new construction, with a few projects designated for substantial housing rehabilitation," Westphaln reported. "What's especially important to note is that these awards were made on a 20-year contract."

The recipients and amounts of the bonus housing subsidies were: Huntington Beach, $470,000; Avalon, $368,000; City of Los Angeles, $1,605,000; San Fernando, $222,468; Baldwin Park, $380,000; San Bernardino County unincorporated areas, $125,000; Chino, $161,000; Commerce, $419,000; Imperial County, $100,000; Laguna Beach, $439,000; Long Beach, $99,500; Los Angeles County unincorporated areas, $937,800; Riverside County, $326,000; Upland, $161,000; and Ventura County, $182,400.

The remaining $3.86 million of the discretionary funds were awarded for Community Development Block Grant projects.

This type of funding helps local jurisdictions facilitate low-rent housing construction by funding or reducing the costs of land acquisition, sewage facilities, day care centers and special projects, such as site accessibility for handicapped persons and the elderly.

The funds were distributed following intense competition among local cities and counties. Out of a total of 98 proposed housing activities — tallying up to over $11 million — 18 projects were chosen by the SCAG Executive Committee.

"Because the $3.86 million award couldn't cover all 98 of these proposals, each was carefully reviewed and ranked according to criteria developed by the SCAG Executive Committee. These criteria reflected support of adopted regional housing policies, as well as federal regulations covering these types of grants," Westphaln said.

Local governments which submitted the 18 top-ranked applications and the amounts awarded were: San Bernardino County, $225,000; Riverside County, $250,000; combined San Bernardino County-Riverside County, $675,000; Los Angeles County, $400,000; and Orange County, $156,000. The city recipients were: Commerce, $187,000; Monterey Park, $300,000; Ventura, $250,000; Los Angeles, $250,000; San Dimas, $125,000; Laguna Beach, $280,000; Buena Park, $200,000; El Centro, $250,000; and Simi Valley, $252,000.

These bonus awards are made in addition to the regular housing assistance funds allocated each year by HUD. SCAG's responsibility is to review the applications and allocate the monies according to the Regional Housing Allocation Model.

In addition, due to the Housing Opportunities Plan's acceptance, local elected officials can now determine through SCAG how the regular federal assistance funds shall be allocated in the SCAG region.

"In previous years, the regular allocations were made on a county level. Next year, the awards will be allocated on a subcounty basis so that funds can be directed more specifically to the areas with greatest housing needs or fastest economic growth," Westphaln said.

Bonus Section 8 and Community Development Block Grant funds are awarded on a yearly basis, but there is no assurance of continued availability, Westphaln noted. He added that the nationwide competition for these funds will be far more intense this year.

"While the next round of funding isn't expected until November, SCAG has already begun efforts — through close contact with local jurisdictions — to secure the maximum number of housing dollars available for this region," the mayor said.

Regional Housing Element

August 1979

A desirable place to live is one of the key ingredients of the American dream. Everyone wants an attractive house, condominium or apartment at an affordable price and in a good neighborhood.

But, for a growing number of Southern Californians, that dream is becoming more difficult to realize. Today, nearly one out of every six families in the region cannot find suitable shelter for 25 percent or less of their income. One out of every eight families lives in seriously delapidated units. Approximately 238,000 housing units are overcrowded, with more than one person per room. And many people who overpay live in unsound units, in deteriorated and often unsafe neighborhoods.

Helping to define and rectify these needs is the goal of SCAG's Regional Housing Element, according to Loretta Glickman, Pasadena board member.

The element, which is SCAG's basic housing policy document, was revised and updated in early 1979 and distributed for review in draft form. Following a series of public workshops and hearings during May and June of 1979, it was scheduled to be adopted by the SCAG Executive Committee in August 1979.

Glickman, a member of SCAG's Community and Economic Development Committee, explained that the updated element contains the same set of policies previously adopted by SCAG's Executive Committee, with some revisions in the text.

"For example, the section on property taxation was revised to reflect the passage of Proposition 13," the official said.

Another of SCAG's housing products, the Regional Housing Allocation Model, provides a method for distributing housing assistance funds among Southland communities.

This model has served as the basis of the housing element's first section, a summary of regional housing needs. For this purpose, the quality and quantity of Southern California's housing stock — both current and forecasted — were assessed for each jurisdiction.

The second major section of the housing element describes the regional housing strategy. Recognizing that localities have different housing needs, the strategy groups urban areas into three categories: reinvestment cities and communities, with large amounts of deteriorated housing; potential reinvestment cities and communities, where 30 to 60 percent of the housing units need to be repaired or rehabilitated; and economically sound cities and communities, which have little deteriorated housing.

For each type of city, the housing strategy identifies specific problem areas, including the needs of desert and rural communities.

The two assumptions on which the strategy is based hold that: 1.) cities where housing is more deteriorated need more public and private investment and that 2.) all jurisdictions have a responsibility for providing housing for a "fair share" of the region's low- and moderate-income households.

"In order to be effective," said Glickman, "the housing

Supply vs. Demand: The Classic Marketplace Struggle

If the housing market were fully balanced, there would be an adequate supply to fulfill demand, a suitable house for every household and enough vacant units to facilitate mobility.

But in the actual marketplace, two types of demand exist. Effective demand is the number of households that can afford market-rate housing. Ineffective demand is the number of lower-income households that cannot afford market-rate housing without paying more than 25 percent of their income.

Ineffective demand is the largest underlying housing market problem. As the disparity between incomes and housing costs increases, families must spend a bigger portion of their income on housing, or forego becoming homeowners.

Affordable homes for the middle- and lower-income groups in California are increasingly hard to come by. A recent study by the Real Estate Research Council of Southern California found that in 1978, no new single-family houses were built for under $35,000 in a five-county area of Southern California. Out of 90,000 units built that year, fewer than 60 were built for less than $40,000, fewer than 115 for under $45,000, and fewer than 1,268 units for under $60,000.

To meet the growing demand, SCAG estimates that 100,000 new units must be built yearly. This figure doesn't include the number of units that need to be demolished and replaced, or those needing rehabilitation in order to bring the total housing stock up to standard.

But how realistic is that 100,000 goal? Between 1970-78, housing production averaged 88,500 units per year. That represents a shortfall of 96,000 units not constructed during that period. Much of that shortage was due to the 1974-75 recession, during which the yearly average production was only 49,158 units.

Insufficient production means a dwindling supply. Last year, the vacancy rate in the SCAG region was estimated to be 1.93* percent, far below the five percent mark considered healthy by housing market analysts.

HOUSING VACANCY RATES
September 1978

San Francisco — Oakland	4.0
San Diego	3.3
Los Angeles — Long Beach	1.6*
Anaheim — Santa Ana — Garden Grove	2.3*
Riverside — San Bernardino	3.3*
Oxnard — Ventura	2.2*
SCAG Region	1.9*

*F.H.L.B.B. Postal Vacancy Survey, Dec. '78

strategy, like any other regional task of this magnitude, must be supported by local policies and actions."

She added that financial assistance from state and federal governments was another essential ingredient for getting the job done.

To help local governments and agencies in these housing efforts, a list of housing programs, regulatory actions and tax alternatives has been included in the housing element.

Also aimed at helping the region's communities help their residents is the housing element's key section, the implementation plan. It contains a regional and local component and describes a series of policies and policy actions.

The regional component summarizes current and future housing needs and describes the obstacles toward meeting them. Goals, objectives and policies are outlined along six major housing issues:

- coordination and cooperation among the many actors in the housing development process
- sufficient quantity of housing to meet regional needs
- quality in new housing, as well as in the maintenance and rehabilitation of existing structures
- housing cost increases and distribution of lower-income households among the region's major geographical areas
- equal access and housing opportunities for all households in the region

The regional component also includes a special program, the Areawide Housing Opportunities Plan. This plan enables local governments to act cooperatively and expand housing opportunities for lower-income households on an areawide basis.

The implementation plan's local component offers a range of housing programs, regulatory options and tax alternatives that localities can use to meet their housing needs.

"We've tried very hard to present in the housing element a coordinated and comprehensive approach to meeting housing needs of the region and its communities," Glickman said.

As an example, she cited one policy in the document which identifies and promotes methods by which local governments can reduce or limit hikes in new construction costs.

"The element discusses the factors which influence costs, such as land, labor, materials, financing and land use regulations and ordinances. This is followed by policy-actions designed to reach the objective of lower construction costs.

"For example, it is suggested that to combat the problem of rising costs, localities revise codes which may unnecessarily increase construction costs," she said.

"The approach followed in the housing element to solving regional housing problems attempts to be both realistic and responsive to the concerns of local governments," Glickman concluded. "Hopefully it will help provide more affordable, sound housing to the people of this region."

SCAG REGION
BUILDING PERMITS ISSUED ANNUALLY

	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY	IMPERIAL COUNTY
1970	46,553	23,408	4,865	5,010	5,115	340
1971	45,213	31,246	7,643	7,943	8,145	964
1972	53,100	35,664	10,193	9,920	7,451	794
1973	43,106	28,140	8,573	7,060	5,606	212
1974	20,346	18,011	4,027	4,107	2,696	200
1975	17,730	15,438	4,804	5,686	4,899	372
1976	29,286	30,516	9,361	10,476	8,537	571
1977	39,422	27,504	16,484	17,989	8,508	905
1978	40,537	19,631	14,153	18,937	8,215	894

Regional Totals

1970	85,291
1971	101,154
1972	117,122
1973	92,697
1974	49,387
1975	48,929
1976	88,747
1977	110,812
1978	102,367
9-Year Average:	88,500

SOURCE: Southern California Construction Trends

Transportation

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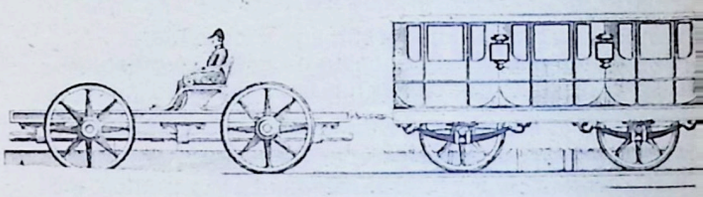
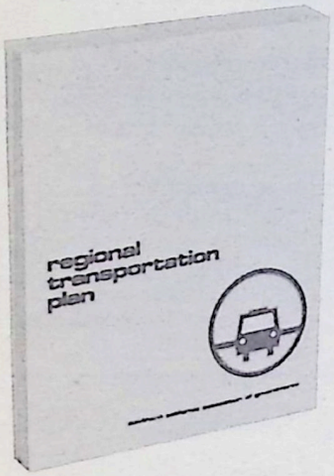




Regional Transportation Plan

October 1978, Amended January 1979

The Regional Transportation Plan defines the Southland's course of action for developing a balanced transportation system. With major components on highways, transit, ridesharing, airports, and bicycle and pedestrian facilities, it serves as the policy basis for all transportation programming in the region, in particular for the Transportation Improvement Program required under both federal regulations and state law.

Dr. Bill Carpenter, former Simi Valley councilman and chairman of the SCAG Transportation and Utilities Committee during 1978, said that the Regional Transportation Plan is not intended to be a builder's blueprint; rather, it is a policy document that clearly sets out the ideas that will guide the future development of the transportation system.

"It identifies the direction in which the region should move in order to meet our transportation needs, while responding to key issues such as air quality, energy and financing," he added.

For example, Carpenter explained, according to data discussed in the plan, future transportation needs far exceed the region's ability to finance them, given present resources.

"Therefore, although we will be building a number of new facilities, we will also concentrate on making the best use of our existing system," he said. "This is accomplished through better management and operational techniques, as well as by encouraging ridesharing."

Under federal and state laws, the transportation plan must be updated regularly. Suggested changes to the current plan — the sixth in the continuous series — arose out of public review, as well as local and regional planning efforts.

"This regular review allows local residents to help shape the Southland's future transportation and allows us to continue to respond to changing needs," Carpenter said.

"At the same time, it ensures the incorporation of new laws. This latest update of the plan, for instance, reflects the requirements of the U.S. Clean Air Act Amendments of 1977."

Under the amendments, the Regional Transportation Plan must be consistent with the Southland's Air Quality Management Plan, also adopted in January 1979. As a result, one of the key amendments incorporated in the plan concerns transportation-related strategies to improve air quality.

A ridesharing program to encourage greater use of carpools, vanpools, transit and other high-occupancy vehicles is the topic of a second element in the plan.

Its third element was based on recent work on the Regional Transit Development Program, a four-part strategy which consists of increased local bus service, rideshare lanes on several of the region's freeways, a people-mover system in the Los Angeles central business district, and a regional core rail line in the Wilshire/La Brea corridor.

An additional amendment concerned memoranda of understanding. These agreements define the roles and responsibilities of SCAG, county transportation commissions, subregional agencies and transit operators in carrying out the various planning, programming and implementing activities outlined in the transportation plan.

A Report On The Implementation Of The 1977 Regional Transportation Plan

December 1978

This report attempts to show the effectiveness of SCAG and its members in reaching their objectives for improving the regional transportation system. Attention has been focused on developing procedures which may help to identify progress and problems in this planning area.

Over the years, millions of dollars have been spent in Southern California to develop extensive plans for easing the critical transportation problems of our far-flung region. But many times these plans gather dust for lack of multijurisdictional support, voter approval, or state and/or federal funding.

Local elected officals at SCAG have long been aware of this problem and, therefore, initiated a mechanism for achieving consensus of municipal and county governments on regional transportation goals, policies, actions and projects. This is done on a regular basis through adoption of the Regional Transportation Plan and the Transportation Improvement Program.

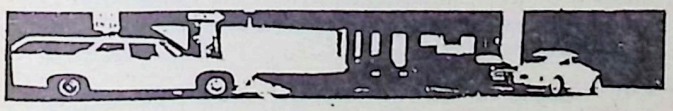
Until recently, however, there was little formal follow-up to document implementation of these plans and projects and to determine the effectiveness of this regional planning body.

That need was filled when SCAG published a Plan Implementation Report last year. This document notes for the first time the progress of local implementing agencies toward completion of the projects defined in the Annual Element of the Transportation Improvement Program (in this case, 1978-79) and records the regional progress in implementing the action items of the 1978 Regional Transportation Plan. Significant achievements in major regional transportation programs now underway in Southern California are also described.

Recently, methodology has been developed for more extensive monitoring of Regional Transportation Plan actions and projects in the Transportation Improvement Program; in the future, this project status information will be a part of the data base in the Transportation Improvement Program.

In the coming year, emphasis will be placed on developing procedures to monitor program and project effectiveness. The program's current efforts are aimed at determining whether adopted plans, programs and projects are being carried out; the next step is to determine whether the right (i.e., effective) measures have been planned and programmed.

It is anticipated that the monitoring of plan implementation will make it easier to identify and track local projects destined for carry-over or reallocation funding, thus reducing the paperwork required of local implementing agencies.



Funding Available for Bicycle Projects

Funding of up to 90 percent for the acquisition and development of bicycle lanes, with the rest to be supplied by local match, is available under the Bicycle Lane Account (SB 244-1976), with emphasis on commuter bicycle lanes near city streets and county roads. For further information, local jurisdictions should write to the State Department of Transportation, Bicycle Program Coordinator, 1120 N. St., Sacramento, CA 95814.

Another program which encourages the development and improvement of bicycle and pedestrian facilities provides 70 percent federal funding, with a 30 percent reimbursable local match. Requirements for projects under the Bicycle Transportation and Pedestrian Walkways Program specify that traffic must be accommodated which would normally use a federal aid route. For more information, write to Federal Highway Administration, through State Department of Transportation, 1120 N. St., Sacramento, CA 95814.

The Ulterior Motives of Transportation Planning

The Regional Transportation Plan sets four key objectives for the Southland's future:

1. *Reduce emissions from mobile sources in the South Coast Air Basin for the year 1987 by:*
   — 200.6 tons of reactive hydrocarbons
   — 237.2 tons of nitrogen oxides
   — 1671.8 tons of carbon monoxide.
2. *Conserve transportation energy in the region by 10 to 15 percent, or 424 to 636 million gallons of gasoline per year by 1990.*
3. *Increase transit ridership, currently at 3.36 percent, to 6 percent of all person trips by 1990.*
4. *Increase, by 1987, the average light-duty vehicle occupancy for daily commutes from 1.2 to 1.3.*

These objectives are aimed at achieving adopted regional goals which call for the Southland's transportation system to be: balanced with planned land use; financially, legally and politically feasible; and compatible with the environment. The transportation system should also be accepted by the public and minimize long-distance work trips, according to these goals.

Regional Transit Development Program Integrated Program Report

January 1979

A regional mass transportation system which will offer passengers both efficiency and choice is the topic of this SCAG report, adopted by the Executive Committee in January 1979 as an amendment to the Regional Transportation Plan.

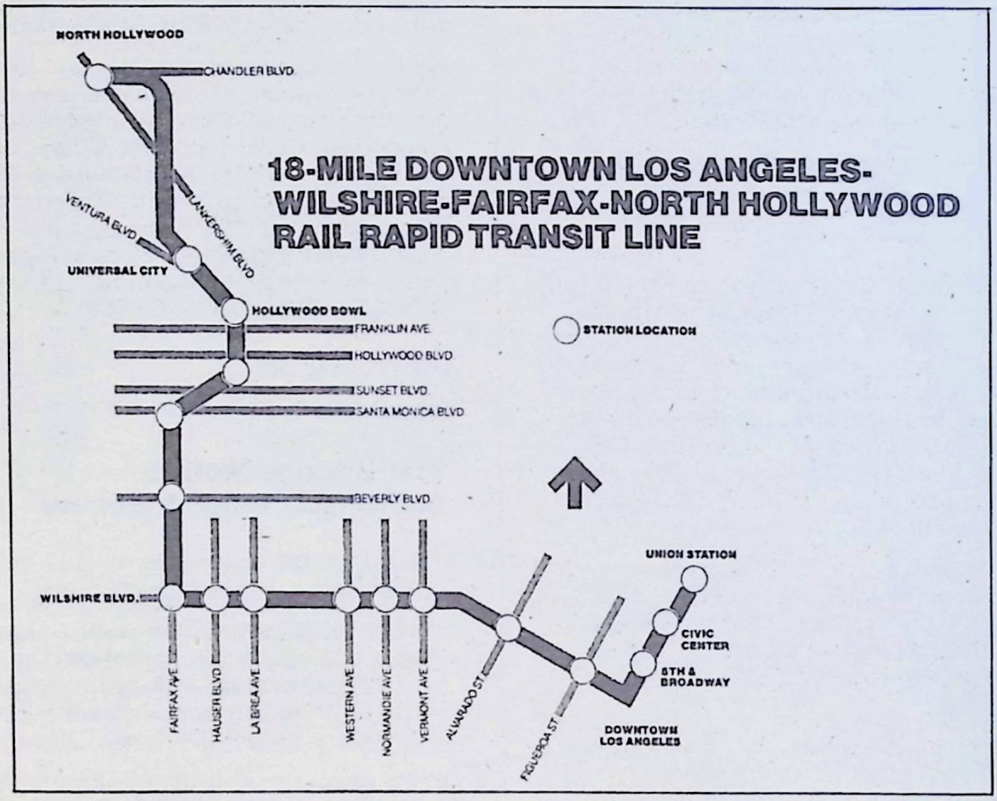
The transit program described in the report includes proposals for an 18-mile rail line, 35 miles of freeway lanes for exclusive use by buses and carpools, and a "people mover."

Dr. Bill Carpenter, former Simi Valley councilman, was chairman of SCAG's Transportation and Utilities Committee when the program was developed and adopted.

The first, the Transportation System Management element, was prepared by the Southern California Rapid Transit District (SCRTD). It details improvements to the local bus system, including construction and replacement of fixed facilities, purchase of new vehicles and preferential treatment projects.

The SCRTD also contributed the transit program's second element, a draft report on rapid transit alternatives in the "regional core." Based on the findings in this report, the SCRTD supports construction of an 18-mile rail line from downtown Los Angeles to the San Fernando Valley via Wilshire Blvd.

Another element of the transit program aims to make better use of existing freeway facilities. Released last September by the California Department of Transportation, "The Freeway Transit Element Plan Refinement Study" evaluates several alternatives for a regionwide



"Transit for the region is now at the point where a green light — the go-ahead for implementation — is needed," he said.

"All the elements of the program must be brought together and a consensus developed among local communities so that we can carry out its feasible projects as soon as possible."

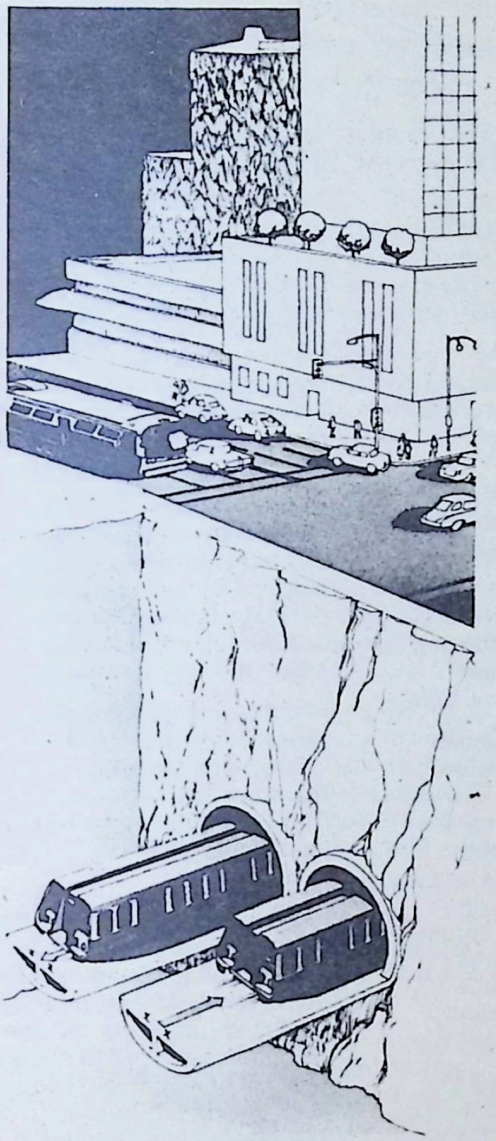
Carpenter explained that the transit program's key recommendations present a group of projects which can be implemented with existing funding sources, as well as another group which can only be carried out with added funds.

The report describes studies done by Southland transit agencies for each of the program's four elements.

bus-on-freeway rapid transit system. The report recommends as the initial step the construction of exclusive ridesharing lanes on the Harbor Freeway and/or the Santa Ana Freeway and the recently approved Norwalk-El Segundo (Century) Freeway.

A fully automated guideway transit system, called the Downtown People Mover, is the topic of the fourth study included in the transit program. The Los Angeles City Community Redevelopment Agency has completed the Environmental Impact Report on the shuttle system, which would operate along a 2.7 mile stretch in downtown Los Angeles.

The projects which are now feasible to be implemented — a significant portion of the transit program — include the People Mover, ridesharing lanes on the Santa Ana,



The starter line of the proposed 18-mile system would begin at Union Station and run under Wilshire Boulevard, above

Harbor and Century freeways, and construction of the rail line to the San Fernando Valley.

Carpenter pointed out that because of a shortage of funds for transit operations in Los Angeles, only a small fraction of the recommended bus expansion will be possible in the near future.

"For this most important aspect of the program and other transit projects recommended, we will have to secure additional funding sources," Carpenter said.

He concluded that while the transit program currently focuses on projects in Los Angeles, it also points the way toward extension of the rapid transit system to the counties of Orange, San Bernardino, Riverside and Ventura.

Subregional Coordination: A Little Help with the OWP

As the designated Metropolitan Planning Organization, SCAG is charged with developing an Overall Work Program to manage the regional and subregional planning programs.

The work program, designed to assure achievement of regional planning objectives, serves as the basis for applying for state and federal planning grant assistance. It is also the blueprint for interagency cooperation aimed at effective regional planning.

An essential part of the work program task, the subregional coordination program was initiated in 1976. Through this program, communication about technical concerns is encouraged between the planning staffs of local agencies and SCAG. Also, it assures consistency of subregional planning activities with the programs identified in the Overall Work Program.

The SCAG staff members assigned as subregional coordinators work with the participating agencies on a variety of program-related tasks. For example, they assist the subregions in preparing contributions to future work programs and other SCAG activities; they coordinate the regional review and comment on draft and final work program products prepared by the subregional staffs; and they help agencies to obtain funding needed to complete their planning programs.

A number of reports, prepared by the local agencies to fulfill work programs requirements, are integrated into SCAG's major planning products.

The air and water quality plans, Regional Transportation Plan, Regional Transit Development Program, the Regional Housing Element and the Development Guide all benefit from this local participation.

SCAG has designated the county transportation commissions in Los Angeles, Orange, Riverside and San Bernardino counties to coordinate transportation work program tasks assigned to individual planning agencies within their respective jurisdictions.

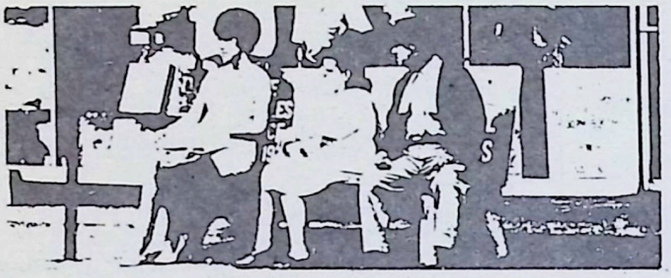
"Transportation must be addressed as a regional issue, because transportation-related problems are more than local in nature. For example, most of the communities in the region are part of the same air basin. Looking at it from that point of view, transportation planning becomes a unifying concept.

The regional approach, along with other factors such as the availability of foreign oil and the threat of gasoline shortages, has made the topic of a mass transit system for Southern California one of the most crucial transportation issues.

I can't help but think that with the predicted oil crisis and consequent conservation measures, the federal government will make more dollars available. There's simply no alternative!"

Dr. Bill Carpenter
Former Simi Valley Councilman
Chairman, SCAG Transportation and Utilities Committee, 1978-79

Removing Barriers for Elderly, Handicapped Subject of Transportation Plan



Greater mobility was promised to more than a million Southern Californians on July 5, 1979, when the SCAG Executive Committee approved the Regional Elderly and Handicapped Transportation Plan.

Purpose of the plan is to improve transportation for the estimated 191,000 handicapped and 942,000 elderly persons throughout the six-county region. In addition to summarizing current services, facilities and programs, the plan identifies existing transportation problems facing these persons. It also proposes 40 actions to make their travel easier by auto, air, public transit, paratransit, rail and other means.

Among these recommendations are increasing the accessibility of air terminals and rail stations, improving coordination among the various transportation providers, and giving priority to locating bus stops and benches in areas where many elderly and handicapped people live.

"While transportation for these groups has improved considerably during the past few years, this plan will help eliminate many of the remaining obstacles which continue to hamper their movement," said Yorba Linda Mayor Henry Wedaa, first vice president of SCAG.

Responses to a transportation questionnaire indicated that 30 percent of the time, the elderly and handicapped are unable to make the trips that they would like to take.

An inventory of service providers assembled as part of the plan shows that approximately 1,350 agencies within the SCAG region offer paratransit service (e.g., taxis, carpools, dial-a-ride, subscription bus). Altogether, their fleet consists of nearly 7,000 vehicles.

"However, only four percent of all paratransit vehicles are wheelchair lift- or ramp-equipped," Wedaa noted.

"Approval of the plan is a welcome step for the significant portion of the region's residents who are handicapped and elderly," he said.

The plan was produced as a joint effort of SCAG, the Los Angeles, Orange, Riverside and San Bernardino county transportation commissions, the Ventura County Association of Governments and the Imperial Valley Association of Governments. In addition, representatives of transit and paratransit operators and citizens' groups participated in its development, Wedaa reported.

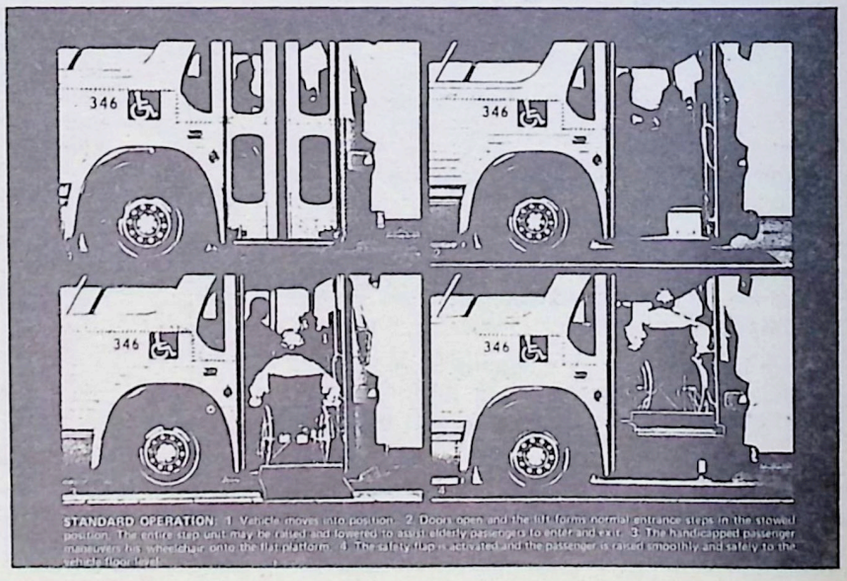
While in its draft stages, the plan underwent extensive public review throughout the six-county SCAG region. A total of 19 public workshops were held during May and June 1979. They were followed by a public hearing in June to officially receive and record all testimony.

"The majority of the comments received on the plan were very supportive of its proposed policies and actions," Wedda noted. "For instance, the need for more information on special transportation services and for training drivers to recognize and help persons with various types of disabilities was voiced several times.

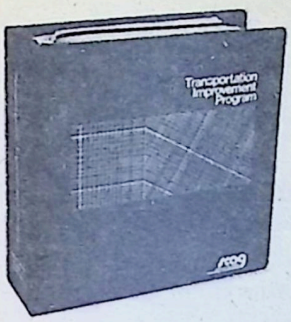
"Other citizens requested additional bus benches and shelters, greater enforcement of specially designated parking spaces for the handicapped, and audible street crossing signals," the mayor continued.

"SCAG, the four county transportation commissions and two local councils of government will monitor the progress in implementing the Regional Elderly and Handicapped Transportation Plan," Wedaa explained.

"No one agency has the funding or programming authority for elderly and handicapped transportation improvements. As a result, responsibility for carrying out the actions has been assigned to many agencies, all of whom must coordinate their efforts for the plan to be fully successful," he concluded.



STANDARD OPERATION: 1. Vehicle moves into position. 2. Doors open and the lift forms normal entrance steps in the stowed position. The entire step unit may be raised and lowered to assist elderly passengers to enter and exit. 3. The handicapped passenger maneuvers his wheelchair onto the lift platform. 4. The safety stop is activated and the passenger is raised smoothly and safely to the vehicle floor level.



Regional Transportation Improvement Program

A five-year multibillion dollar program for the improvement of highways and transit in the SCAG region is the subject of this report.

Required by state law and federal regulations, the improvement program's purpose is to plan for the use of federal, state and local dollars and to provide for coordinated highway, transit, guideway and aviation-related projects.

The document lists these projects by county, agency type and element. Dollar amounts for each are also identified.

The SCAG Executive Committee, in April 1979, approved nearly $1.6 billion for the highway, transit and aviation projects included in the improvement program. Additional transit projects were amended into the program in July 1979, totalling $4.1 billion. Eventually, over $5 billion will be dispersed for fiscal years 1980-84 among some 3,000 projects throughout the region.

Approximately 100 agencies, including the California Department of Transportation, transit and airport operators, and cities and counties in the region, will administer the projects. The costs are underwritten primarily by the federal government, with state and local sources contributing substantial matching funds.

The program integrates the transportation improvement proposals of the county transportation commissions in San Bernardino, Riverside, Orange and Los Angeles counties and incorporates submissions from Ventura and Imperial counties.

According to Los Angeles Councilman Robert Farrell, chairman of SCAG's Transportation and Utilities Committee, the adopted county programs represent strong local consensus and support for the projects and funding levels needed to improve the Southland's transportation system.

He explained, in a presentation to the California Transportation Commission, that to be included in the regional program, proposals must be reviewed for consistency with the goals and policies of the Regional Transportation Plan, which emphasizes improved air quality, reduced congestion and energy conservation.

"We believe that the regional program balances new highway construction with projects to improve the existing highway system," Farrell said. "Also, we have earmarked substantial new resources to meet our region's expanding need and desire for transit facilities."

The largest grouping of projects in the first approved part of the program totalled $635 million and consisted of new highway facilities projects, such as the Century (El Segundo/Norwalk) Freeway. Other miscellaneous highway, transit and aviation projects constituted the next largest group, involving $529 million.

Another $206 million is programmed for highway operational improvements throughout the SCAG region, such as ramp metering, sound walls and safety projects. Highway rehabilitation projects for the six-county area account for $116 million.

Finally, $105 million is programmed to be expended for the Downtown People Mover and the Wilshire Rail Starter Line. The largest single project in the program is the Century Freeway/Transitway, with $304 million allocated.

Transit operations projects, included in the July amendment, totalled $2.2 billion, whereas transit capital projects accounted for $1.9 billion. This will provide for nearly 2,300 transit vehicles, 11 bus garages and two maintenance facilities.

The improvement program must be approved by the California Transportation Commission. It is then combined with similar regional efforts for the overall State Transportation Improvement Program.

City Streets Listed in Serious Condition After Being Hit With Proposition 13

Proposition 13 cutbacks are proving to be more detrimental to city streets than bad weather and the wear and tear of traffic.

While the impacts of the property tax initiative may not be felt immediately — due to the allocation of state surplus monies — the effects on street maintenance and construction are expected to be severe.

"City streets have historically received more than 50 percent of their revenues from property taxes," explained Simi Valley Councilman Bill Carpenter, chairman of the SCAG Transportation and Utilities Committee. "Therefore, communities will eventually be forced to adjust their financing mechanisms to compensate for the funding loss."

He added that public transit systems and the condition of county roads will not be threatened as much, since their major source of revenue is the state gas tax, which was not affected by Proposition 13.

Spotlight on Transportation

COME TOGETHER Slide Show (10 min.)
This slide show with taped narration illustrates the growing problems of traffic congestion, energy consumption, air pollution and driving costs, and discusses ridesharing options that can help solve these problems.

COME TOGETHER Film (22 min.)
"Mr. Cog" is the guide for this entertaining presentation about current transportation problems and the advantages gained by ridesharing.

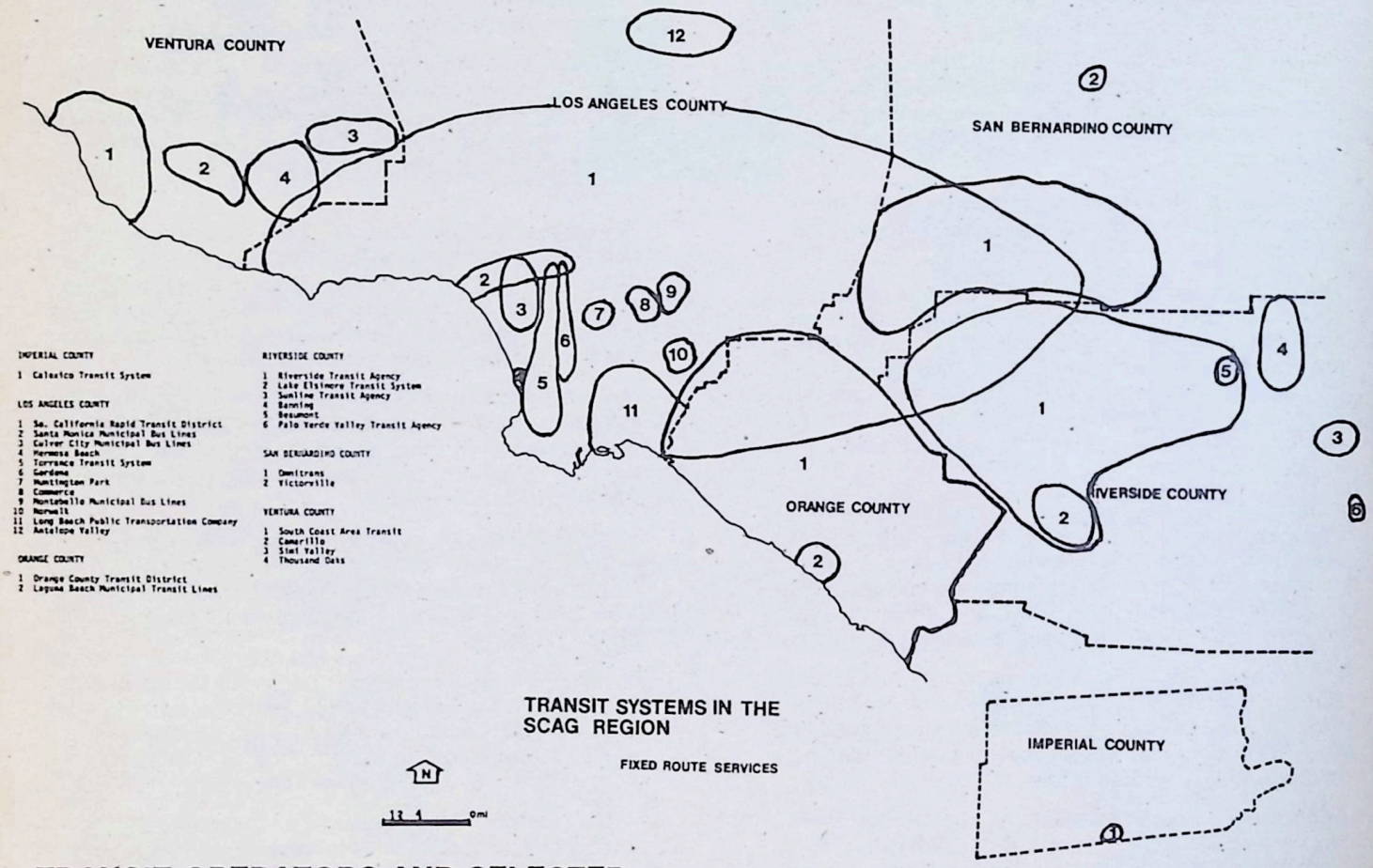
AVIATION Slide Show (15 min.)
The sites and strategies now being studied at SCAG to alleviate the region's air travel problems are discussed in this slide presentation, along with community concerns about the location of a new airport.

Getting Around on Southland Transit

The map of transit districts in the SCAG region shows that the Southland is criss-crossed by bus and other transit routes. More than 30 operators offer transit services in the six counties.

As the designated transportation planning agency, SCAG coordinates intercounty transit services and helps facilitate the grant application process for federal and state funding programs.

In addition, SCAG serves as a forum for discussion of pertinent transit issues.



TRANSIT SYSTEMS IN THE SCAG REGION

FIXED ROUTE SERVICES

TRANSIT OPERATORS AND SELECTED CITIES OFFERING TRANSIT SERVICE*

Los Angeles County (Area Code 213)

Arcadia	445-2211
Commerce	722-4807
Cudahy	773-5143
Culver City Municipal Bus Lines	837-5211, 559-8310
Gardena Municipal Bus Lines	324-1304, 321-0165
Hermosa Beach	376-6984
Long Beach Public Transportation Co.	591-2301
Manhattan Beach	545-5621
Montebello Municipal Bus Lines	721-3588
Norwalk	863-7077
Redondo Beach	372-1171
Santa Monica Municipal Bus Lines	451-5445
Southern California Rapid Transit District	626-4455, 273-0910
South Gate	262-3497
Torrance Transit System	328-7402

Orange County (Area Code 714)

Laguna Beach Municipal Transit Lines	497-3311 x246
Orange County Transit District	636-RIDE

Riverside County (Area Code 714)

Banning	849-4511
Beaumont	845-1171
Corona	734-7220
Lake Elsinore Transit System	674-5387, 674-3124
Perris	657-1250
Riverside Transit Agency	682-1234
Sunline Transit Agency	323-8157

San Bernardino County (Area Code 714)

Adelanto	246-6001
Barstow	256-0311
Omnitrans	383-5284

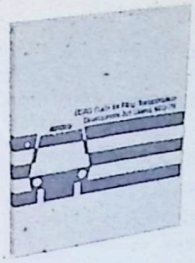
Ventura County (Area Code 805)

Simi Valley	522-1333
South Coast Area Transit	643-6168, 486-2651

Imperial County (Area Code 714)

Calexico Transit System	357-3175
El Centro	352-9440

*May include Dial-A-Ride services.



SCAG GUIDE FOR FILING TDA CLAIMS

This report is intended to clarify current policies, procedures and administrative instructions for implementing the California Transportation Development Act of 1971 (TDA). The guide describes regional guidelines and procedures for filing and approving claims. It is a supplement to the State Statutes and Administrative Code and is annually revised and updated to conform to changes in legislation.

The Transportation Development Act (or Senate Bill 325, as amended) provides a major source of funding for local public transit, bicycle, pedestrian, street and road projects. In SCAG's six-county region, this amounted to over $145 million allocated to eligible claimants by SCAG in Fiscal Year 1978-79.

The act provides that annually one quarter cent of each six cents sales tax collected in each county be returned to that county and made available for public transportation purposes. The total county funds available are divided between cities, unincorporated areas and transit districts on a population basis.

In Fiscal Year 1979-80, there will be approximately $161 million available to transit districts, joint powers authorities and cities and counties throughout the SCAG region.

Decisions on the allocations are made at the local level. The legislation authorizes SCAG, as the regional transportation planning agency, to administer the program. County transportation commissions in Los Angeles, Orange, Riverside and San Bernardino counties, as well as associations of governments in Imperial and Ventura counties, assist in this process by approving projects to be funded.

There are several funding programs under the act for which an eligible applicant may file a claim. These programs are called "Articles," referring to the article of the act where the filing criteria may be found.

Article 3 was amended into the law by Senate Bill 821 in 1974. Claims may be filed under this article for construction of facilities to be used exclusively by pedestrians and bicycles. Wheelchair curb cuts and/or bikepath construction, for example, would be eligible projects.

Article 4 claims are filed for the support and development of public transportation systems. The following operators may file claims for these funds: transit districts (Southern California Rapid Transit District and Orange County Transit District), municipal transit operators and joint powers transit authorities. Within boundaries of the transit districts, only these two operators and some specially designated municipal operators can claim Article 4 funds.

Article 4.5 was amended into the law to provide for community-level transit service. Claims can be filed by cities, counties and operators within the boundaries for local-level transit. This includes, on a demonstration program basis, services to the disabled and those who cannot use conventional transit services.

Article 8 funds may be used in several ways and are available to all cities and counties (except Orange County and the area of Los Angeles County included in the boundaries of the Southern California Rapid Transit District). The money under this article may be spent to contract for general transit services or for service to groups dependent on special transit.

Article 8 funds are also intended for the construction of multimodal transportation terminals and the development and construction of streets and roads, including those to be used exclusively by pedestrians and bicycles.

WHAT ARE THE FEDERAL AND STATE REQUIREMENTS FOR THE REGIONAL TRANSPORTATION PLAN?

Federal Requirements

The plan must include a Transit System Management (TSM) and Long-Range element which identifies new transportation facilities or major changes in transportation facilities.

It must be consistent with land use policy; urban development objectives; the area's overall social, economic, environmental, and energy conservation goals and objectives; the Air Quality Management Plan; and with Title IV of the Civil Rights Act.

It will include "special efforts" for elderly and handicapped individuals.

Private mass transportation services will be considered.

The plan will be technically adequate, i.e., contain travel analysis, alternatives analysis, projections of economic, demographic trends, etc.

State Reqiurements

A policy, action and financial element must be included.

The plan will be coordinated with all non attainment implementation planning as specified in the Clean Air Act.

It will incorporate (not simply aggregate) transportation plans of cities, counties, special districts, private organizations and state and federal agencies.

Land use policies and technical assumptions used in the RTP shall be identified.

The plan will be consistent with local coastal plans.

Citizen input shall be noted.

The following sections shall be included:

- A monitoring report of past action implementation
- A highway section that considers all state highways and other roads of regional significance, giving priorities by region or program
- A transit section that considers service coordination, unmet transit needs and any specific guideway proposals
- An aviation section using the California Airport System Plan as a basis for forecasts
- A bicycle, maritime and rail element
- A financial element that summarizes plan implementation, projects revenue and estimates costs.

The Traveler's Guide to LAX

The following tips for the best approach to Los Angeles International Airport (LAX) are a by-product of SCAG's efforts to increase public awareness of existing ground transportation services in the Southland. Other goals of the project, pursued jointly by several transportation and business agencies, aim to encourage more ridesharing among airline and airport employees, and to make best use of the World Way preferential bus lane (to be completed in two years) and its tie-in to the Century Freeway.

IF YOU NEED TO GO, WHY DRIVE?
Avoid the cost and hassle of parking, carrying your luggage from the parking lot and fighting freeway traffic by riding an express airport bus to Los Angeles International Airport.

Deluxe, air conditioned coach buses with reclining seats can get you there about as fast as you can drive your car, yet at a price which is bound to be less than one day's parking at the airport (not to mention the cost of gas). The buses drop you off (or pick you up) directly in front of all airline terminals. Reservations are not required.

The Southern California Rapid Transit District (SCRTD) and Culver City municipal buses provide local line service to LAX for as little as 35¢. SCRTD routes include line 88 from the San Fernando Valley and Westwood via the San Diego Fwy., line 607 from downtown Los Angeles via the Santa Monica Fwy., and other lines from Santa Monica, Baldwin Hills, Lynwood and throughout the South Bay area. The transit buses do not have provisions for luggage, but they generally run every 20 to 30 minutes. Call 213/273-0910 (SCRTD) or 213/559-8310 (Culver City) for more information.

If the bus schedule isn't convenient, consider a taxi — remember, up to five passengers ride for the price of one. Your local cab company, listed in the Yellow Pages, can take you to LAX. Upon your return, bear in mind that only taxicabs displaying the Los Angeles City franchise seal are authorized to pick you up. Typical fares are: from downtown Los Angeles or Hollywood, $14; Beverly Hills, $13; Burbank, $16; Santa Monica, $9. Fares will vary with exact destinations and traffic conditions. If a driver refuses to take you to a nearby location from LAX, call the Authorized Taxicab Supervisor at 213/646-9177.

If you live further away from LAX or have a party larger than five, you may wish to charter a van for your trips to and from the airport. A number of companies operate vans which will pick up passengers at their location (home, office, hotel, etc.) or at the airport. Reservations must be made in advance, however. Rates are typically $20 to $35 from most parts of Los Angeles and Orange counties. (Service to other airports is also available.)

Green Flag Airport Express	714/992-6961
Orange County Limousine	714/558-1413
24-Hour Airport Express	714/835-5871 or 213/694-4813

Finally, many airlines flying out of state from LAX will pay for all or part of the commuter airline fare from another local airport to LAX. Golden West Airlines offers frequent schedules from Ontario, Orange County and Oxnard airports to LAX. Check with your travel agent or airline ticket office for more information.

IF YOU'RE DRIVING, SAVE YOUR MONEY
Travelers who have to park their cars for an extended period of time can save a considerable amount of money, as well as avoid airport congestion, by taking advantage of the lower daily charges in the perimeter parking lots A, C and VSP. Shuttles run frequently during the day and operate around the clock. The price is included in the parking fee.

SERVICES AND FACILITIES FOR THE DISABLED
The Department of Airports has reserved an area in Lot C for the disabled to park. A lift-equipped van provides free 24-hour service from Lot C to the terminal complex. Call 213/646-6402 for return transportation to Lot C.

DO YOU REALLY NEED TO GO TO LAX?
There may be another, more convenient, airport you can use. For example:

Burbank-Glendale-Pasadena Airport is served by Continental Airlines, Hughes Air West and PSA. Frequent departures are offered to the San Francisco Bay area, Sacramento and the San Joaquin Valley.

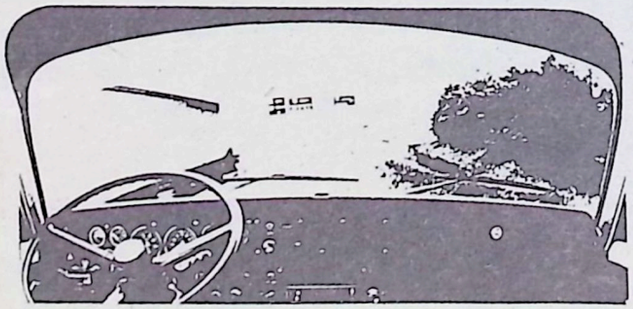
Ontario International Airport offers flights to most cities within the nation. American, Continental, TWA, United and Western all serve Ontario, while Air California, Hughes Airwest and PSA fly from Ontario to cities throughout the state. Golden West offers commuter service to LAX from other airports in Southern California.

Furthermore, if you're going to the airport to pick up or drop off a friend or relative, why not check out the airport bus service available and say hello (or goodbye) a little closer to home?

Doing Away With The Gas Guzzling Myth

California has more cars — and more people — than any other state. But are Californians really gas guzzlers? Not according to a report published by the Oak Ridge National Laboratory in September 1978, discovered by SCAG staff while analyzing the gas shortage and its consequences.

By using per-capita statistics, the report compares mileage and gas consumption among states. It shows that California ranks below the national average in such categories as



miles traveled per family, gasoline consumed per car and miles traveled per car.

Each car in the state was driven less than the national average for the year — 9,758 miles, compared with 10,171. And Californians used one gallon of gasoline less per capita than the national average.

According to the Oak Ridge figures, California ranks above the national average in only one category. With 533 cars per 1,000 residents, it is 4 percent above the national average (but still below 16 other states where per-capita ownership is higher).

AIRPORT BUS SERVICE TO LAX

Origin	Adult Fare	Child Fare	For Additional Info. Telephone
Downtown LA	2.50	1.25	(213) 723-4636
Mid Wilshire	2.50	1.25	(213) 723-4636
Century City	2.50	1.25	(213) 855-1727
Beverly Hills	2.50	1.25	(213) 855-1727
Westwood	2.50	1.25	(213) 855-1727
Hollywood	2.50	1.25	(213) 855-1727
Van Nuys	3.00	1.50	(213) 994-5554
Sherman Oaks	3.00	1.50	(213) 855-1727
Burbank-Glendale-Pasadena Airport	4.00	4.00	(213) 750-5439
Woodland Hills	5.00	Free	(805) 495-1025
Universal City	2.50	1.25	(213) 855-1727
Glendale	4.00	4.00	(213) 750-5439
Westlake	7.00	Free	(805) 495-1025
Thousand Oaks	7.00	Free	(805) 495-1025
Camarillo	9.00	Free	(805) 495-1025
Oxnard	10.00	Free	(805) 495-1025
Ventura	11.00	Free	(805) 495-1025
Newhall	3.00	1.50	(805) 948-8421
Palmdale	5.50	2.75	(805) 948-8421
Lancaster	6.00	3.00	(805) 948-8421
Long Beach Airport	3.40	1.70	(213) 596-1662
Downtown Long Beach	3.40	1.70	(213) 596-1662
Norwalk	3.00	3.00	(213) 863-7077
Bellflower	3.00	3.00	(213) 863-7077
Pasadena	3.40	1.70	(213) 796-9108
San Marino	3.40	1.70	(213) 796-9108
Arcadia-Monrovia	3.50	1.75	(213) 796-9108
El Monte	3.50	1.75	(213) 796-9108
West Covina	3.50	1.75	(213) 796-9108
Pomona	4.00	2.00	(213) 796-9108
Montclair-Ontario	4.50	2.25	(213) 796-9108
Anaheim (Disneyland)	4.20	2.10	(714) 776-9210
Orange Co. Airport	5.60	2.80	(714) 581-5780
Buena Park	4.20	2.10	(714) 776-9210
Seal Beach	3.90	1.95	(213) 596-1662
Santa Ana	4.80	2.40	(714) 776-9210
Laguna Hills	7.05	3.55	(714) 581-5780

Note: Information obtained in July 1979. Fares are subject to change without notice.

Pacific Coast Bicentennial Bike Route Guide

As part of their Bicentennial observance, the California Department of Transportation and the California Bicentennial Commission have jointly financed the publication of a comprehensive bicycle guide.

The 100-page booklet contains valuable information for bicyclists, whether they go out for the day or for the full 1,000-mile tour of the entire California coastal region. Included are maps of the coastal route, simplified graphs of elevations encountered along the way, weather information, road conditions, widths of pavement and locations of hostels. California and federal parks, beaches and historical spots along the route are listed as well.

The booklet can be purchased by sending $1, plus tax, to the Caltrans Publications Unit, 6002 Folsom Blvd., Sacramento, CA 95819. Ask for the Pacific Coast Bicentennial Bike Route Guide.

1978 Transportation System Management Report

Transportation planning in California, and other states throughout the nation, used to mean constructing more highways, filling in freeway gaps, building new bridges. The emphasis was on major physical improvements, projects requiring a considerable investment of capital.

In 1975, the new concept of transportation system management (TSM) was added to transportation planning. It grew out of the need to conserve limited resources and to get more use out of federal transportation dollars.

TSM requires that state and regional planners, along with local jurisdictions, design actions aimed at making more efficient use of the existing transportation system. These improvement measures can include anything from synchronized signals to transit rerouting or rescheduling, from carpooling and vanpooling to flexible work hours.

In the last few years, TSM has become an even more important element of transportation planning. The Clean Air Act Amendments of 1977 require transportation control strategies to cut back auto-related pollution by reducing traffic congestion. Also, the nation's shrinking energy supply means we must use fuel more efficiently. And there is a great need to improve access to transportation facilities for low-income, elderly and handicapped persons, and others with mobility impairments.

"The big challenge today is to provide quick, accessible and economical transportation despite dwindling energy supplies and limited local resources," said Los Angeles Councilman Robert Farrell, chairman of SCAG's Transportation and Utilities Committee. "The Transportation System Management Program is the single most important effort in achieving that goal."

According to Farrell, the program focuses mostly on projects that will be implemented in the near future. "These improvements require little capital investment when compared with more costly alternatives that would involve major expansion of the transportation system," he added.

Farrell explained that some of the program's actions have been used for some time. What is new, however, is the increased emphasis on planning and documentation for multimodal transportation, or travel involving more than one type of vehicle.

The list of TSM activities currently underway in the SCAG region includes highway improvements, improved transit service and management, actions to facilitate commuting and encourage ridesharing, parking management, coordination of paratransit services (such as dial-a-ride and shared taxi rides) and bicycle and pedestrian facility improvements.

Farrell explained that most of the projects are generated by cities, counties and special districts.

"In addition, the California Department of Transportation handles TSM planning for the state highway system and coordinates ridesharing efforts with SCAG and the county transportation commissions," he added.

He also stressed the growing role of the private sector in TSM activities.

With so many factors involved, coordination is the key ingredient for successful transportation system management. As an example of various jurisdictions working together, Farrell cited the joint powers agreements which have been developed between cities to facilitate the installation of signal synchronization. Also, he said, a number of institutional arrangements will facilitate multimodal and multijurisdictional coordination on a continuing basis.

"At the local level, for instance, transit operators and city traffic departments have developed working relationships."

Farrell said the draft of the next TSM report, to be finalized in October, will be circulated through an intercounty task force to other agencies in the region.

He concluded that improvements to the TSM process during the coming year will center on identification of key problem areas and development of an information system. Also included will be the integration of policies and actions adopted as part of the region's air quality planning program.

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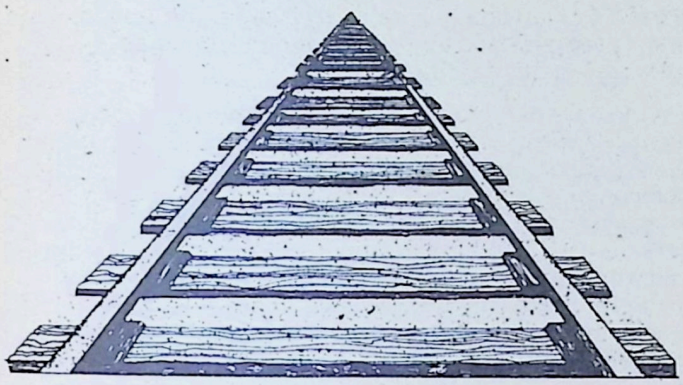
Sample TSM Programs and Actions

- More than 3,200 publicly-owned transit vehicles are currently operating in the region. During the next five years, transit operators in the Southland plan to maintain and expand the existing system by purchasing more than 2,000 new buses, vans and sedans. Most of these will be used to replace older vehicles in the existing fleet.
  Other scheduled improvements include bus shelters and benches to enhance passenger comfort, and a better public information system.
- The ramp-metering program on Southland freeways has been in progress since 1968. As of June 1979, approximately 400 ramp meters had been placed in operation, with completion of the entire program — 1,150 metered ramps — scheduled for 1984. Of the ramps currently being metered, over 100 have lanes set aside for the exclusive use of carpools, vanpools, and buses.
- Traffic signal systems on streets and highways are the most frequent type of TSM improvements. For example, a program has been initiated to install new or upgrade existing signal systems on 49 sections of conventional state highways, and 570 signalized intersections will be completed by 1984.
- Parking management techniques have not yet been implemented on a large scale in Southern California. However, the City of Los Angeles is currently reviewing a parking management plan which would encourage employee ridesharing and the voluntary reduction of off-street parking spaces.
- Walking and bicycling, as an alternative to the automobile for short trips, can reduce traffic congestion, improve air quality and limit energy consumption. In addition, the bicycle can serve as a feeder to transit and other ridesharing modes. In the SCAG region, each county has developed and adopted plans for bikeways and related bicycle facilities. And nearly 80 percent of the cities in the region have developed local plans for interconnected facilities.

Keeping Track of Transportation Legislation... And Giving It a Push



To assure successful implementation of the **Regional Transportation Plan** and to represent regional interests to the state and federal governments are the major assignments of the SCAG Government Coordination and Legislative Monitoring section.

In this function, the section's prime goal is to inform federal, state and local agencies and elected officials about transportation policies, programs and positions on legislation affecting the region. The section is also responsible for developing testimony for transportation hearings and communicating agency positions to appropriate parties. In addition, it works to assure an equitable distribution of transportation funds to the region and its local jurisdictions.

Recently, the SCAG Executive Committee adopted a **Near-Term Transportation Legislative Program** which focuses the activities of the section on four key areas: (1) transportation system improvement financing; (2) a program for annual automotive inspection and maintenance; (3) Transportation Development Act reform; and (4) ridesharing tax incentives. Each of these are directly linked with the Air Quality Management Plan (AQMP) and the recently amended Regional Transportation Plan (RTP).

In order to give Southland communities the means to implement the AQMP and fund the transportation projects in the RTP, current legislation must be amended and new legislation drafted, introduced and rigorously supported, according to Yorba Linda Mayor Henry Wedaa, SCAG first vice president.

"The success of these legislative activities will hinge on the involvement of the region's elected officials," Wedaa said.

He added that several legislative actions have been analyzed and are being supported by SCAG as a result of the legislative program.

They include:

AB-86 (Ingalls) — Transportation Development Act Revisions were heard in the Senate Transportation Committee in early June. As amended March 19, the bill removes a number of current restrictions on the use of funds under the Transportation Development Act. This will allow transit operators to make greater use of the dollars available to them.

AB-1344 (Elder) — Tax deductions for the purchase of monthly commuter passes provide a major incentive for transit users through a tax break. They support SCAG's ridesharing program goals. The bill failed to get the necessary votes in the Assembly Revenue and Taxation Committee in mid-May, but Assemblyman Elder will attempt to have it reconsidered if there is local support for the bill.

SB-790 (Carpenter) — Bill extends the federal tax refund program by granting taxi companies offering shared rides a six-cent refund on their fuel tax. This bill will further regional goals of energy conservation and reduced air pollution through ridesharing.

AB-1617 (Wray) — State Ridesharing Service contracts will authorize Caltrans to continue contracting with private entities, such as Commuter Computer, to provide ridesharing services. Caltrans' continued ability to participate in the regional program will strengthen the employer-based ride-sharing programs, an integral part of SCAG's air quality management and energy contingency planning efforts.

Good News & Bad News

Because of stricter exhaust standards, vehicles of the future will release significantly fewer hydrocarbons, carbon monoxide and nitrogen oxides. Estimates by the State Air Resources Board show emissions of these major transportation-related air pollutants dropping every year until some time after 1990, when the increased number of miles of travel will begin to cause a rise in pollution levels.

However, these estimates are only good if pollution control devices are allowed to work. Unaccountably high ozone levels in 1978 in the Southern California area suggest tampering with these devices, particularly through the use of leaded gasoline in cars equipped with catalytic converters.

Come Together Ridesharing Program Report

December 1978

Of the more than 10 million people living in Southern California, seven million are drivers and nearly six million own cars. Despite the area's extensive highway system, considered one of the most modern in the world, the nearly 10 million work trips made by these people and automobiles each day have slowed down traffic on many of the freeways to less than 20 miles per hour, with severe traffic congestion now lasting up to five hours a day.

It is estimated that the vehicle miles travelled daily on Southland freeways will increase about 16 percent during the next 10 years. Additional freeways might reduce the congestion which will very likely result from this increase, but prohibitive construction costs, limited federal and state funding and the accompanying environmental, land use and relocation problems are expected to severely hamper any new construction.

In early 1977, the SCAG Executive Committee embarked on a public awareness and participation program to develop alternative solutions to these and other transportation-related problems. The program's goal was to create incentives for the scores of drivers — 84 out of 100 — who now drive to work alone, to "come together" with fellow commuters in a carpool, vanpool or bus.

The *Come Together Ridesharing Program Report* describes what the intentions of the program were, what has been accomplished since the April 1978 kick-off, what has been learned through this effort and finally, which policies and actions are recommended for inclusion in the Regional Transportation Plan, as well as for implementation of the program during the next year.

According to the report, the program's initial goal was to make the public aware of the transportation-related problems facing the region and of the rationale behind various strategies which could help alleviate these problems. Also, Executive Committee directives stressed the importance of public participation in planning how to carry out these solutions.

SCAG and the California Department of Transportation decided to become joint sponsors of the program and invited the county transportation commissions, along with other Southland transportation agencies, to be involved in it as well.

Under the motto "Come Together," the program focused on three efforts: a regionwide awareness campaign; a community-level information and involvement series; and greater participation by employers.

To inform the public of the transportation problems facing Southern California — and of the valuable ridesharing options — an intensive media campaign was launched. It included the development of a theme and logo, collateral materials, brochures, buttons, bumper stickers, a slide show, liaison with newspapers, radio and television stations, as well as the development of support materials for elected officials, the public and the private sector.

On the community level, nine cities in four counties were designated as community liaison areas to serve as test areas on which the public awareness and participation efforts could be focused. Nearly 150 community meetings, presentations and discussions were held with clubs and organizations. In several areas, "Come Together" fairs, freeway signs, educational programs and other promotional activities were also included in the program.

For the third part of the program — employer involvement — a survey was conducted of executives regarding the impact of transportation-related problems on their companies, their interest in setting up a ridesharing program and possible incentives for the private sector to encourage participation among employees. Meetings and workshops were also organized to provide information to these business leaders. In addition, their employees were surveyed about their views on the issue.

The program report includes a list of 13 options which are expected to alleviate some of the region's transportation problems. They are grouped into three categories: projects and actions which have low capital requirements; service improvements which use the existing transit network; and capital-intensive projects which would increase or improve the supply of facilities.

The report's policy recommendations, designed to support these options, range from encouraging the expansion of the rideshare facilities — park-and-ride lots, paratransit services, etc. — to calling for increased marketing efforts, from changes in the insurance and tax rate structure to subsidies by employers for ridesharing employees.

Attachments to the report include questionnaires, problem statements, a list of vanpools operating in the SCAG region and other materials related to the program.

Rideshare Survey

Congestion rated No. 1 among people who were asked which transportation problem would have the greatest impact on their personal travel habits. Responding to two "Come Together" questionnaires, people at community meetings and employees of 70 firms ranked energy concerns second, while personal cost of transportation and air pollution both got third place.

For alleviating some of these problems, survey respondents thought the best option was to provide "more information and better coordination of bus schedules and routes." It was followed by "park-and-pool," "park-and-ride bus service," and "employee programs."

The "build more freeways" option received the least support and the most opposition.

The respondents indicated they most likely would be willing to pay additional tax dollars for the "subway/mass rail" option. Again, they were most opposed to raising additional revenues for building more freeways.

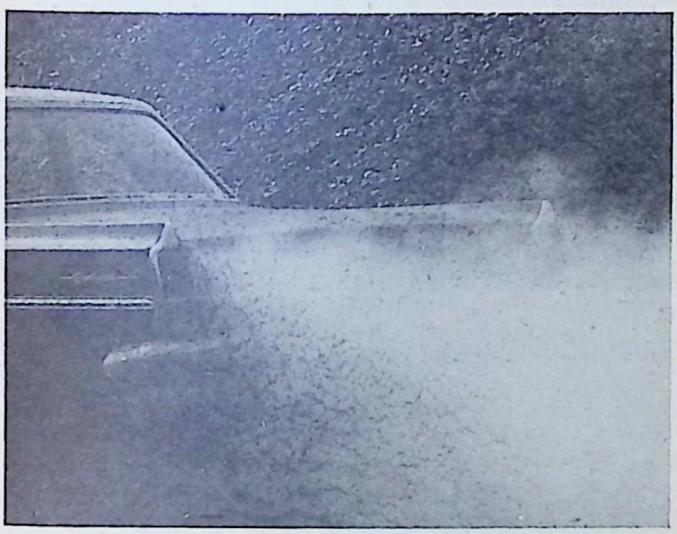
Just Checking: Vehicle Inspection Program to Help Curb Smog

To help reduce the amount of carbon monoxide and hydrocarbons emitted by motor vehicles, an annual statewide inspection and maintenance program for all cars and light-duty trucks may soon become a reality.

Mandatory periodic inspections of motor vehicle smog controls are regarded as a major strategy for meeting tough federal clean air standards in the Southland, according to Claremont Vice Mayor Eleanor Cohen, chairperson of SCAG's Environmental Quality and Resource Conservation Committee.

The official said support for such a program is contained in both the Air Quality Management Plan, developed under the joint leadership of SCAG and the South Coast Air Quality Management District, and SCAG's Regional Transportation Plan.

In addition to SCAG and the District, other organizations, such as the League of Women Voters, the Lung Association and the Grand Juries of Los Angeles, Orange and Riverside counties have endorsed the idea.



"Among the reasons for supporting an annual inspection and maintenance program is the potential for reducing Southern California's high ozone levels," Cohen said.

According to air quality planners, an annual inspection and maintenance program would remove 75 tons of hydrocarbons per day, making everyone's breathing easier.

She also cited the possible loss of federal funding if clean air requirements are not met, the program's relatively low cost to individual vehicle owners and the increased incidence of drivers using leaded fuel in cars equipped with catalytic converters.

A modified version of such a program — regarded as a model for the state — already exists in much of Southern California. Currently, all used cars and light- and medium-duty trucks being imported or sold to residents living in the urban portions of the Southland must be inspected before the State Department of Motor Vehicles will register them to the new owners.

Inspections are conducted at 17 specially equipped, computerized testing facilities located throughout the Southland.

Cohen pointed out that the key to building grass-roots support for expansion of the existing program — or a similar effort — and the necessary legislation lies with the public.

"An awareness campaign to help inform citizens and elected officials about the need for such a program has been planned by SCAG from June 1 through August 31, 1979, coinciding with the traditionally heavy Southern California smog season," she added.

Legislation which would have given local air quality planning organizations the option to participate in such programs was already introduced by Senators John Foran (D-Daly City) and Robert Presley (D-Riverside). Although the bill (SB-84) was withdrawn in April 1979, several efforts to revise this legislation or introduce similar bills have followed.

Marketing the Rideshare Benefits

An organization to assist employers interested in setting up ridesharing for their employees will be formed in the near future, according to a proposal by SCAG and Southland transportation agencies.

Presently called the Commuter Information and Marketing Organization, it would serve as a central clearing house for ridesharing options — whether it be carpooling, vanpooling, public and private bus service or other choices — and assist employers on such technical matters as liability, tax benefits and regulatory barriers.

A management study to design the model organization and to examine existing agencies which could be considered for the role has been funded by SCAG, the California Department of Transportation and Commuter Computer.

Following are some of the responsibilities to be assigned to the private, nonprofit organization which will be chosen for the task:

1) Promote the corporate advantages of employee ridesharing programs.

2) Identify firms that have an interest in ridesharing.

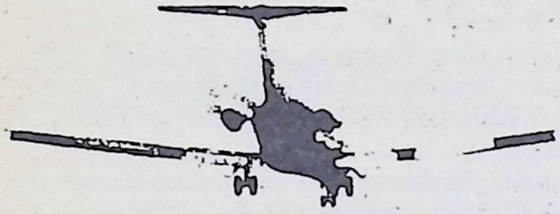
3) Survey the employees to determine which modes (carpools, vanpools, commuter bus, transit) are desired.

4) Arrange and coordinate contacts between employees and service providers.

As a next step, a special workshop will be held for corporate executives and local elected officials to develop a commitment within the private sector for ridesharing policies and programs.

A final report, including a recommendation on which organization should be designated, will be issued in November, with Executive Committee action on the recommendation expected in December.

Aviation Study Explores New Airport Site



"Southland residents planning to fly out of town this holiday weekend are urged to arrive at the airport at least two hours before their scheduled departure time."

That admonition to travellers reflects what many Southern Californians know all too well: the region's airports have become increasingly busy in recent years. The results are congested surface streets, jammed airline terminals and long customs delays.

In 1978, Los Angeles International Airport served 33 million passengers. That total was expected to grow 15 percent during 1979, inching close to the 40 million annual passenger limit previously placed on the airport by the Los Angeles City Council.

Comparable growth surges are occurring at the other major Southland airports, many of which operate under similar constraints. Even with the planned expansion at Ontario International and a new airport in Palmdale, it's estimated that by 1995 one out of every three persons wishing to fly may not get off the ground without experiencing long delays or other major inconveniences.

In response to this growing crisis, the SCAG Aviation Work Program Committee was formed in May 1978. This group is made up of local elected officials and key administrative officers with aviation-related responsibilities. With this broad range of experience and interests, they were authorized to find the best way to head off the Southland's growing aviation problems.

"One of the committee's first steps was to identify ways to meet the projected air travel demand," said Yorba Linda Mayor Henry Wedaa, chairman of the aviation committee.

"Perhaps the most obvious alternative would be to build a new airport. Joint military/civilian use of an existing military base, or consolidating military operations to free some military facilities for civilian use, are two others," he said.

The remaining three strategies, all involving existing airports, are easing operational constraints, improving surface transportation and Transportation Systems Management actions. Examples of this latter category include changing the way that passengers, baggage or aircraft are handled on the ground.

With these six strategies outlined, the committee began evaluating different sites throughout the Souhland. In this process, they took into account a wide array of criteria, including estimated costs, airspace capacity, various environmental and safety factors, such as noise and nearby mountains, and the degree of local opposition expected.

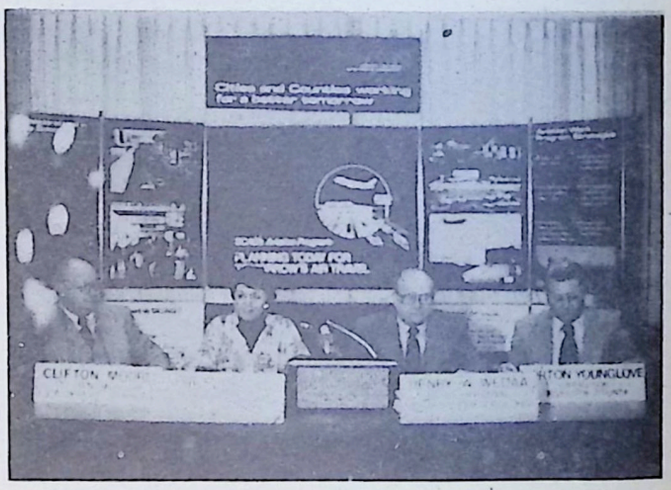
"One of our main objectives is to find a site accessible to the Orange County area, where the air travel demand is especially high," Wedaa explained. "Currently, almost one quarter of the passengers at Los Angeles International Airport originate from Orange County."

After months of careful analysis, attention was focused on seven sites. In alphabetical order, they are: Bell Canyon, Camp Pendleton, Chino Hills, Chino Municipal Airport, El Toro Marine Corps Air Station, the Los Angeles/Long Beach Harbor breakwater and the Los Alamitos area.

"Now, at this point, as these seven sites undergo more intensive study, we'll be placing even more importance on public participation," the mayor said. "Airports have become increasingly controversial neighbors in many communities, and we encourage maximum public input before any decisions are reached."

Beginning in July 1979, a series of public workshops and hearings on the study are scheduled to be held throughout the Southland.

In addition, the committee's progress was widely reported in the local news media, with a press conference held at SCAG in March 1979 to outline the study's objectives.



"In looking to recommend any one site or strategy, we have to consider the entire picture," Wedaa remarked. "For example, what kind of agency should be responsible for building and operating an airport, and what are potential sources of revenue?"

Recommendations on these issues will be included as part of the overall site recommendations that will be made to the Executive Committee in late 1979, according to the mayor.

After adoption by SCAG and incorporation into SCAG's overall Regional Transportation Plan, the recommendations will be transmitted to the Federal Aviation Administration and other agencies identified as being responsible for implementation.

"Obviously, we've still got a long way to go. Depending on the site and strategy selected, it could take up to 20 years before an airport is operating," Wedaa predicted.

"While this study is just the first step, it's an essential one, clearing the way for environmentally sound, safer and smoother air travel in Southern California."

County Commissions Add Drive to Local Transportation Planning

County transportation commissions were established in Los Angeles, Orange, Riverside and San Bernardino counties by Assembly Bill 1246 in 1976.

The commissions, which are governed by appointed boards composed largely of elected officials, coordinate and set policies for transportation development within their respective counties. They also have decision-making authority over short-range capital and service planning, as well as programming for transit and highway projects. This includes allocating federal and state project funds within their county areas and setting up priorities for project implementation.

SCAG recently completed transportation memorandums of understanding with the four county transportation commissions, the Imperial Valley Association of Governments and the Ventura County Association of Governments. They describe roles and relationships agreed to by these agencies for transportation planning, programming and coordination.

County commissions coordinate transportation planning in their county, which also involves them in developing SCAG's Overall Work Program. In most cases, the commission delegates the planning responsibilities to other agencies, such as transit operators or the county, while overseeing their efforts and consolidating their work into a county-wide short-range transportation plan and other related products.

The commissions have numerous programming responsibilities. They develop and adopt a countywide Transportation Improvement Program for submittal to SCAG as a part of the regional program. It is their job to allocate transit and bicycle/pedestrian funds under the Transportation Development Act in their counties and to jointly decide with SCAG whether a portion of these funds should be available for community-level transit projects.

Further, the commissions develop service and productivity improvements for transit operators within their counties and make performance audits of the operators. They also allocate federal urban aid and federal Section 5 transportation funds among their jurisdictions.

Much like SCAG, the commissions use the programming of these funds to implement policies they have adopted for transportation development. All federally and state-funded projects they approve must also be consistent with the regional transportation plan. And as is the case with SCAG, the commissions are not implementing agencies. However, since they set transportation priorities and program funds, they guide local agencies and Caltrans in the implementation process.

The Los Angeles County Transportation Commission has two additional significant responsibilities. One is to place a sales tax measure on the ballot to generate revenues for transit purposes. The other is to report to the legislature on the status of transportation planning and programming in the county and to recommend any changes necessary for improvement.

The commissions can be contacted on any of the above matters at the following addresses:

Jerome Premo
Executive Director
Los Angeles County Transportation Commission
311 South Spring St., Suite 1206
Los Angeles, CA 90013
Telephone: (213) 626-0370

Barry Beck
Executive Director
Riverside County Transportation Commission
3616 Main Street, Suite 203
Riverside, CA 92501
Telephone: (714) 787-7141

Tom Jenkins
Executive Director
Orange County Transportation Commission
1020 North Broadway
Santa Ana, CA 92701
Telephone: (714) 834-7581

Wes McDaniel
Executive Director
San Bernardino Associated Governments & Transportation Commission
334 W. Third Street, Suite 401
San Bernardino, CA 92401
Telephone: (714) 884-8276

How to Become a Computer Commuter

Commuters wishing to join carpools or vanpools for their trip to work are asked to call the Commuter Computer branch near them and request to have their work travel schedule entered into the ridesharing information bank.

For Commuter Computer in Los Angeles County, they should call 380-RIDE; in Orange County 834-RIDE; in San Bernardino/Riverside counties 825-RIDE; and in Ventura County 647-RIDE.

A computer comparison will check their schedule against the schedule of hundreds of thousands of other commuters in the region. Then Commuter Computer will send them a free personal Ridesharing Matchlist of people who live near them, work near them and have expressed an interest in ridesharing, too.

The Ridesharing Matchlist can be used for everyday commuter ridesharing, or just sometimes for personal driving emergencies.

Because a great number of applications are now coming in, processing a registration may take as long as 30 to 60 days. So potential ridesharers are encouraged to send in their application a few weeks before they plan to pool.

Glossary

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Acronyms and Abbreviations Ad Infinitum (Almost)

AAA	Area Agency on Aging
ABAG	Association of Bay Area Governments
AHOP	Areawide Housing Opportunities Plan
ANSI	American National Standards Institute
APCD	Air Pollution Control District
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
APO	Areawide Planning Organization (e.g.: SCAG)
ARB	Air Resources Board (State)
ATAC	Aviation Technical Advisory Committee (SCAG)
BART	Bay Area Rapid Transit
BLM	Bureau of Land Management (Federal)
BOR	Bureau of Outdoor Recreation (Federal)
CAC	Citizens' Advisory Committee (SCAG)
CALTRANS	California Department of Transportation
CBD	Central Business District
CCPA	City/County Planning Association (Ventura)
CED	Community and Economic Development Committee (SCAG)
CDBG	Community Development Block Grants (Federal)
CEQA	California Environmental Quality Act
CETA	Comprehensive Employment Training Act (Federal)
CEQ	Council on Environmental Quality (Federal)
CNEL	Community Noise Equivalent Level (State)
COG	Council of Governments (e.g.: SCAG)
CPO	Comprehensive Planning Organization (San Diego Council of Governments)
CRA	Community Redevelopment Agency (City of Los Angeles)
CSAC	County Supervisors Association of California
CTC	California Transportation Commission
CVAG	Coachella Valley Association of Governments
DHEW	Department of Health, Education and Welfare
DMV	Department of Motor Vehicles (State)
DOD	Department of Defense (Federal)
DOF	Department of Finance (State)
DOL	Department of Labor
DOT	Department of Transportation (Federal)
DPM	Downtown People Mover
DPR	Department of Parks and Recreation (State)
DWP	Department of Water and Power (City of Los Angeles)
DWR	Department of Water Resources (State)
E&H	Elderly and Handicapped
EDA	Economic Development Administration (Federal)
EIA	Environmental Improvement Agency (San Bernardino County)
EIR	Environmental Impact Report (State)
EIS	Environmental Impact Statement (Federal)
EMA	Environmental Management Agency (Orange County)
EQRCC	Environmental Quality and Resource Conservation Committee (SCAG)
EPA	Environmental Protection Agency (Federal)
FAA	Federal Aviation Administration

FAU	Federal Aid to Urban Systems
FEA	Federal Energy Administration
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
FY	Fiscal Year
GSA	General Services Administration (Federal)
HCD	Department of Housing and Community Development (State)
HEW	Department of Health, Education and Welfare (Federal)
HOV	High-Occupancy Vehicle
HSA	Health Systems Agency
HUD	Department of Housing and Urban Development (Federal)
IPG	Intermodal Planning Group
IVAG	Imperial Valley Association of Governments
LACTC	Los Angeles County Transportation Commission

LAFCO	Local Agency Formation Commission
LAOMA	Los Angeles-Orange Counties Metropolitan Area Regional Wastewater Solids (Sludge) Management Program
LARTS	Los Angeles Regional Transportation Study
LAX	Los Angeles International Airport
LEAA	Law Enforcement Assistance Administration (Federal)
LNG	Liquified Natural Gas
MAP	Millions of Air Passengers
MGD	Million Gallons Daily
MG/L	Milligram per Liter
MPO	Metropolitan Planning Organization
MVIP	Motor Vehicle Inspection Program
MWD	Metropolitan Water District (Southern California)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NIWA	Newport-Irvine Waste Management Planning Agency
NLC	National League of Cities
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRC	Nuclear Regulatory Commission
OCTC	Orange County Transportation Commission
OCTD	Orange County Transit District

OMB	Office of Management and Budget (Federal)
OPR	Office of Planning and Research (State)
OWP	Overall Work Program
PHEL	Population, Housing, Employment and Land Use Data
PMT	Personal Miles Travelled
PUC	Public Utilities Commission (State)
PPM	Parts Per Million
RCTC	Riverside County Transportation Commission
RHAM	Regional Housing Allocation Model
RHE	Regional Housing Element
RTA	Riverside Transit Agency
RTDP	Regional Transit Development Program
RTP	Regional Transportation Plan
RSA	Regional Statistical Area
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SAWPA	Santa Ana Watershed Planning Agency
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCAT	South Coast Area Transit
SCE	Southern California Edison
SCRTD	Southern California Rapid Transit District
SEDAB	Southeast Desert Air Basin
SIP	State Implementation Plan (air quality)
SMSA	Standard Metropolitan Statistical Area
SRTP	Short-Range Transportation Plan
SWRCB	State Water Resources Control Board
TAC	Transit Advisory Committee (SCAG)
TDA	Transportation Development Act
TIP	Transportation Improvement Program
TSM	Transportation System Management
TSP	Total Suspended Particulates
TUC	Transportation and Utilities Committee (SCAG)
UMTA	Urban Mass Transportation Administration (Federal)
USFS	United States Forest Service
USGS	United States Geological Survey
VCAG	Ventura County Association of Governments
VMT	Vehicle Miles Travelled

GLOSSARY OF TECHNICAL TERMS

Accessibility: The geographic coverage of a transportation system, time of operation, how various transportation links connect, and the travel time required to reach any point within an area.

Acre-Foot: The quantity of water required to cover one acre to a depth of one foot; equal to 325,851 gallons.

Aquifer: An underground body of rock or similar material capable of storing water that can be removed and used for human purposes; an underground reservoir of water.

Barrier Reduction: Eliminating obstacles encountered by the elderly and physically handicapped in transportation systems and public facilities, or in the design thereof.

Bus-on-Freeway: Line-haul express bus service on existing and future freeways.

Bypass: A reserved traffic lane in a metered freeway on-ramp which permits buses or high-occupancy vehicles to bypass the ramp traffic control signal.

Carbon Monoxide (CO): A colorless, odorless, tasteless gas produced by the incomplete combustion of carbon in fuels. It is emitted primarily from motor vehicles.

Circulation/Distribution System: Provision of transit service in an activity center (such as downtown Los Angeles or Westwood) for improved circulation. May involve use of such measures as pedestrian overcrossings, mini-buses, or moving sidewalks.

Commuter Rail: Operation of commuter rail service on existing railroad lines.

Comprehensive Planning: Defining alternatives for the future that consider social, economic, environmental and developmental factors affecting an area.

Demand-Responsive System: A transportation system which responds to the requests of users; may be nonstop or multi-stop service, such as Dial-a-Ride and taxis.

Dial-a-Ride: Transit service where individual trips are scheduled by means of a telephone call. The service is flexible, only responds to demands, and is usually provided by a van or mini-bus.

(cont. next page)

Directional Flow Experiments: Use of one-way traffic flow on selected major streets to accommodate peak-hour traffic and decrease travel time.

Disincentives: Measures designed to discourage certain actions or behavior. These include: parking surcharges, increased gasoline taxes (if intended to decrease travel) and ramp metering.

Displacement: Households which are forced to relocate due to public or private actions.

Drainage Basin: An area from which surface runoff is carried by a single drainage system, such as a river and its tributaries; also called "watershed."

Elderly: Persons 60 years of age or older.

Environmental Impact Report (EIR): A document which must be prepared by state agencies or local jurisdictions in California before they can proceed with projects affecting the environment.

Environmental Impact Statement (EIS): A document similar to an Environmental Impact Report, but prepared by or for a federal agency.

Erosion: The weathering and displacement of rock and soil by the force of moving water, wind, and gravity.

Estuary: The reaches of a river into which salt water enters and mixes with fresh water.

Eutrophication: Over-enrichment of a water body by nutrients which leads to the excessive growth of aquatic plants, which in turn leads to the depletion of dissolved oxygen.

Express Busway: An exclusive freeway lane either separated from or on one of the lanes of the freeway, e.g., San Bernardino Freeway Express Busway which allows buses to operate separately from other traffic.

"Fair Share" Allocation: A method which seeks to distribute lower-income housing needs among localities, based on the premise that responsibility for providing low- and moderate-income housing opportunities exists equally throughout the region.

Fixed Guideway System: A transit system with an exclusive guideway. This could be a rail transit system, a separated roadway for use of buses only, or other means of providing a separate right-of-way for transit.

Fixed Route Transit Service: Scheduled service operating repeatedly over the same street or highway pattern on a determined schedule.

General Aviation: All aircraft which are not commercial airlines, air carrier aircraft or military aircraft.

Gentrification: Connotes a return of the middle class to the "inner cities." It may also mean racial, age and economic mixing.

Ground Access: Ability of air passengers and air freight handlers to reach airport terminals through use of automobile, public transit, taxi or other means of ground surface.

Groundwater: Water that occurs beneath the land surface; found in aquifers.

Groundwater Table: The upper level of an underground water body.

Handicapped: Those individuals who, for reasons of health or age, are unable, without special facilities or special planning and design, to utilize mass transportation facilities and services as effectively as persons who are not so affected.

High-Occupancy Vehicle (HOV): Motor vehicle occupied by two or more persons. Vehicles may include automobiles, vans, buses and taxis.

Housing Needs: A socio-economic term used to define the amount of housing necessary to satisfy a social goal, e.g., the provision of a decent home in a suitable living environment for every household.

Hydrocarbons (HC): A type of air pollution which is the basic constituent of petroleum-based products, such as gasoline, fuel oils, etc. Sources are numerous and include motor vehicles, evaporation from storage tanks, solvents, dry cleaning and natural sources, such as vegetation. While not known to be toxic at existing atmospheric concentrations, they react with nitrogen oxides to form photochemical smog.

Human Services: Providing for the survival, support and growth of humans.

Legislative, administrative

A-85:	Federally required review by federal agencies and national interest groups of proposed federal regulations
A-95:	Federally required review by areawide clearinghouses (e.g.: SCAG) of proposed grant applications to assure consistency with regional plans
AB-69:	Authorizes state and regional transportation process and mandates preparation of a regional transportation plan.
AB-250:	Authorizes state and regional air quality management process
AB-402:	Created California Transportation Commission and revised state and regional transportation planning and programming procedures
AB-1246:	Established county transportation planning commissions
PL 92-500:	Federal Water Pollution Control Act Amendments, 1972
PL 92-532:	Marine Protection, Research and Sanctuaries Act, 1972
PL 93-523:	Safe Drinking Water Act, 1974
PL 93-641:	National Health Planning and Resources Development Act
PL 94-580:	Resource Conservation and Recovery Act, 1976
PL 95-92:	Clean Air Act Amendments, 1977
Sec. 3:	Urban Mass Transportation Administration (UMTA) funding (capital only—discretionary)
Sec. 5:	UMTA funding (operating or capital—formula)
Sec. 8:	1974 amendment to U.S. Housing Act of 1937; provides program of rent subsidies to help lower-income families

Inclusionary Zoning: Used to describe zoning ordinances which mandate a mixing of housing types by cost in residential areas. Usually a set percentage of lower-income units are required in each subdivision or project.

Inspection Maintenance Program: A program of periodic vehicle inspections to reduce air pollution. If, upon inspection, certain emission standards are exceeded, specific vehicle maintenance is recommended, such as a tune-up or catalytic converter replacement.

Intermodal Transfer Points: Transportation terminals or locations where people can change their travel from one mode to another, i.e., auto to bus, bus to airline, etc.

Jitney: Motor vehicle operating continuously over a fixed route and supplying service to passengers who hail a ride, anywhere along the routes.

Joint Powers Authority: A legally binding agreement between two or more units of government which establishes a multijurisdictional special district with specified powers and responsibilities.

Leachate: Liquid that has percolated through solid waste or other medium and has extracted dissolved or suspended materials from it.

Lead (Pb): A primary element that becomes airborne when emitted from motor vehicle exhausts as a result of anti-knock agents used in gasoline. Lead usage in gasoline is being decreased to improve air quality.

and other numerical landmarks

Sec. 201:	Part of the Federal Water Pollution Control Act Amendments, 1972; concerns control of point source pollution and planning the construction of sewage treatment facilities
Sec. 208:	Part of the Federal Water Pollution Control Act Amendments, 1972, and subsequent regulations; calls for the development of a continuing areawide waste treatment management planning process
Sec. 303e:	Part of the Federal Water Pollution Control Act Amendments, 1972; provides for water pollution control planning along major river basins
Sec. 504:	A section of the U.S. Rehabilitation Act of 1973; requires that each program or activity receiving federal funds must be readily accessible to and usable by handicapped persons.
Sec. 701:	Part of U.S. Housing Act Regulations, 1954: Housing and Urban Development comprehensive planning assistance program
SB-325:	California Transportation Development Act: allocates portion of sales tax revenues to transit, streets and roads
SB-759:	Amends SB-325 requiring performance audits and other provisions relative to funding limits
SB-821:	Amends SB-325 to create a bicycle-pedestrian program
SB-1687:	Establishes funding for new community-level transit in Los Angeles and Orange counties from SB-325 monies
Title XX:	Social service programs amended to the Social Security Act: authorizes states to provide social services which are administered at local level

Low- and Moderate-Income Families: Definition varies according to source. Currently, SCAG uses 50 percent of area median to designate very low incomes; 80 percent of median to designate low income; and 80 percent to 120 percent of area median income (by county) for moderate-income families.

Maritime: Transportation facilities or operations relating to ports, harbors and water travel.

Memorandum of Agreement (or Understanding): Formal document between agencies, defining interagency coordination and agency responsibilities, such as the SCAG public transit operator Memorandum of Understanding.

Metro: Geographic area which is reasonably self-sufficient and geographically cohesive. It may or may not be encompassed by a single political boundary, e.g., the Wilshire District of Los Angeles or the City of San Bernardino.

Missing Link: A section of roadway to be constructed and connected to completed portions of a designated route.

Mixed Flow: Traffic movement having autos, trucks, buses and motorcycles sharing traffic lanes.

Mobility: The ability of a passenger to take advantage of the available transportation services.

Mode: A means or method of conveyance, e.g., auto, airplane, bicycle, bus, etc.

Multimodal: Involving more than one mode of travel.

Nitrogen Oxides (NOx): Air pollutant produced when fuel is burned at very high temperatures. Stationary combustion furnaces produce about half of the nitrogen oxide emissions; transportation vehicles produce the other half.

Non-Ambulatory: Those persons who cannot walk.

Nonattainment Areas: "Dirty air" areas which fail to meet minimum public health standards, as defined by the U.S. Environmental Protection Agency. Generally, these are urban and surrounding areas. The South Coast Air Basin is a non-attainment area.

Nonpoint Source Pollution: The diffuse discharge of waste into a water body which cannot be located as to specific source, such as pollution from agricultural runoff, urban runoff and saltwater intrusion.

National Pollutant Discharge Elimination System (NPDES): Section 402 of the Federal Water Pollution Control Act requires that industries and municipalities discharging pollutants into receiving waters obtain discharge permits and be subject to regulation and monitoring.

Off-Road Vehicle: Vehicle which does not operate on the public road and highway system, e.g., dirt bikes, snowmobiles, farm machinery, and construction equipment.

Operator: Transportation agency responsible for providing a service or operating a facility, e.g., SCRTD is a transit operator, CALTRANS is the operator of the state highway system.

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Paratransit: Public transportation whose characteristics are between those of the private automobile and conventional scheduled transit, e.g., taxis, jitneys, dial-a-ride, carpools, vanpools, subscription bus service.

People Mover: A public transportation system where waiting time is minimal and which usually consists of small vehicles or continuous carrier operating over short distances; e.g., moving sidewalks, automated cars.

Photochemical Oxidants (Ox): More commonly known as "smog," they are a complex variety of secondary pollutants formed when nitrogen oxides combine with hydrocarbons in sunlight. Responsible for eye and respiratory irritation experienced by many Southland residents.

Point Source Pollution: Water pollution generated from identifiable sources, such as discharges from a sewage treatment plant or industrial plant.

Preferential Treatment: Privileged treatment for high-occupancy vehicles and buses in the use of traffic lanes, freeway lanes and entry ramps, parking facilities and traffic control for the purpose of encouraging drivers to shift to ride sharing and buses.

Public Transit: Transportation service by bus, rail, paratransit, airplane and ship offered on a scheduled basis to the general public.

Receiving Waters: Rivers, lakes, oceans or other water bodies which receive treated or untreated wastewater.

Redlining: Commonly used to describe the discriminatory practice in which financial institutions refuse to lend money to residents or potential buyers of properties located in certain geographic areas.

Regional Statistical Area (RSA): Group of census tracts or districts used for county planning.

Residual Waste: By-product from the treatment of water and wastewater.

Resource Recovery: The process of obtaining usable materials or energy from wastes, particularly solid waste.

Revenue Bonds: Bonds whose principal and interest are payable exclusively from earnings of a public enterprise.

Runoff: The portion of rainfall, melted snow or irrigation water that flows across ground surface and eventually reaches streams or other receiving waters. Runoff can pick up pollutants from the air or the land and carry them to the receiving waters.

Saltwater Intrusion: The movement of saltwater into a body of fresh water, occurring in either surface or groundwater bodies.

Sanitary Landfill: A site for solid waste disposal using techniques that protect the environment.

SCAG Region: Encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and cities within those counties.

Seepage: Water that flows through the soil.

Sewage: The total of organic waste and wastewater generated by residential and commercial establishments.

Sewer: Any pipe or conduit used to collect and carry away sewage or stormwater runoff from the generating source to treatment plants or receiving streams.

Sewerage: The entire system of sewage collection treatment and disposal. This also applies to all effluent carried by sewers, whether it is sanitary sewage, industrial waste, or stormwater runoff.

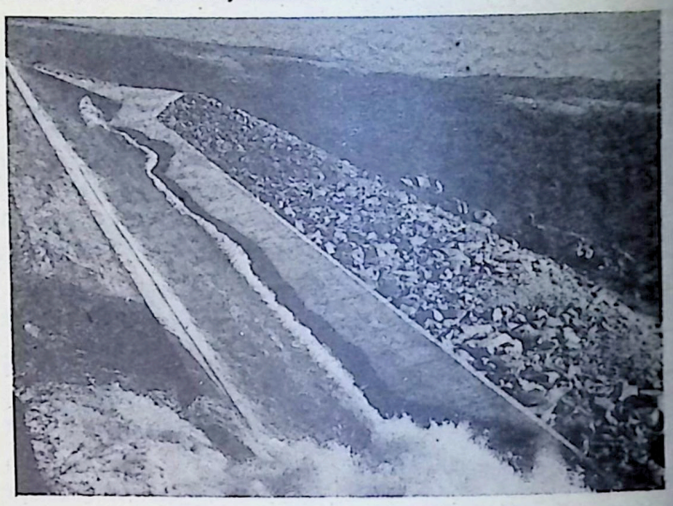
Sludge: A semi-liquid mass composed of solids, removed from sewage during waste water treatment.

South Coast Air Basin (SCAB): Area covering Los Angeles County (excluding Antelope Valley), all of Orange County, western Riverside County and western San Bernardino County.

Southeast Desert Air Basin (SEDAB): Desert portions of Los Angeles, Riverside and San Bernardino; all of Imperial County; and part of Kern County (for air quality planning purposes).

Starter Line: The initial segment of a fixed-guideway transit system.

Stormflow: The portion of discharge in a stream or drainage channel that is directly attributed to rainfall.



Sulfur Dioxide (SO_2): Poisonous, colorless gas with a sharp odor produced chiefly when fuel containing sulfur is burned. It contributes to the production of another photochemical pollutant called sulfates. The principal sources of this air pollutant are electric generating plants, oil refineries and industrial plants.

System Development: Capital-intensive additions to the transportation system, including road construction, rapid transit, expanded ports and new airports.

System Management: Making better use of existing transportation facilities by using such methods as encouraging carpooling, increasing transit ridership and enlarging the carrying capacity of highways, airports and other facilities. Generally, these methods cost less and can be implemented more quickly than system development actions.

Traffic Management (Traffic Operational Improvements): Regulation and control of the movement of traffic to expedite flow and reduce congestion. Techniques include signal synchronization and restriping to provide left-turn lanes.

Transit-Dependent: Individuals dependent on public transit to meet private mobility needs, e.g., unable to drive, not car owners, not licensed to drive, etc.

Total Suspended Particulates (TSP): Airborne particles of solid or liquid substance, either natural or manmade. Sources are diverse and include combustion at power plants, automobiles, as well as agricultural, construction and demolition activities. They range in size from those visible as soot and smoke to those detectable only under an electron microscope.

208 Planning Area: Includes metropolitan portions of Los Angeles, Riverside and San Bernardino counties and all of Orange County.

Urban Reinvestment: Process of bringing new jobs and public and private improvements to areas which have deteriorated to the point where individual investors no longer consider them viable business or acceptable residential locations.

Wastewater: Liquid carrying wastes from homes, businesses and industries that is a mixture of water, dissolved solids and suspended solids.

Wastewater Reclamation: Processing of wastewater for reuse.

Watershed: A geographic area that drains into a particular water body.

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

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